

ROYAL NAVAL DIVISION.
FRENCH SCHOOL, HONGKONG.
THE ADMIRALTY have given
a special permission for raising
a class of 1st class, which will be
strictly limited to 1000 men, and who will
be trained as a unit.
Training is now going forward.
Applicants desiring to enrol should
apply at once to
ROYAL NAVAL DIVISION,
4, 7 and 8, Old Road Street, W.
God Save The King.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

DURESCO.
The Colourwash which lasts
ten times longer.
Shade Card submitted upon
application.
ALEX. ROSS & Co.,
Sole Agents.

No. 18,012. 號二十零千八萬一第 日九十二月二十年卯乙 HONGKONG, WEDNESDAY, FEBRUARY 27th, 1918. 三拜禮 號二月二年五國民華中 Price, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE
Feb. 2nd.—Europe (via Siberia), per a.s. **NEZARNA**.
Feb. 4th.—The English mail, per a.s. **NAMUR**.
TO DEPART
Feb. 2nd.—Shanghai, North China, Japan
via Moji, Canada, via Victoria,
B.C. North and South America
via Seattle, and United King-
dom via Canada, at 10 a.m.,
per a.s. **SHIRAZUKA MARU**.
Feb. 2nd.—Europe via Siberia, at 10.30
a.m., per a.s. **EMPEROR OF JAPAN**.
Feb. 2nd.—Shanghai, North China, Japan
via Nagasaki, Victoria, B.C.,
Vancouver and United King-
dom via Canada, at 10.50 a.m.,
a.m., per a.s. **EMPEROR OF JAPAN**.
Feb. 2nd.—Europe via Siberia, at 3 p.m.,
per a.s. **SHIRAZUKA**.
Feb. 2nd.—Philippine Islands, Japan via
Nagasaki, Honolulu, United
States, South America and
Canada via San Francisco and
United Kingdom via Canada,
at 5 p.m., per a.s. **PERSEA MARU**.
Feb. 2nd.—Straits, Ceylon, Port Said,
Marseilles and London, at 6
p.m., per a.s. **NEILOR**.
Feb. 5th.—Europe via Siberia, at 11 a.m.,
per a.s. **NAMUR**.
Feb. 5th.—Europe via Siberia, at 5 p.m.,
per a.s. **CHENAN**.
Feb. 11th.—Straits, Burma, Ceylon, Ade-
laide, Western Australia, India,
Aden, Egypt and Europe, at 2
p.m., per a.s. **SARDINIA**.
N.B.—For further returns and for Mails to
and from the Canal Ports, Manila,
Siam, etc., see the Post Office Notice
on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 87½ lbs. net.
In Bags 250 lbs. net.
SHEWAN TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914. 119

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.		Every 15 minutes.
1.00 a.m.	to 8.00 a.m.	10
8.00	" " 10.00	15
10.00	" " 11.00	15
11.30	" " 12.45 p.m.	15
12.45 p.m.	" " 1.15	10
1.15	" " 1.45	15
1.45	" " 2.15	10
2.15	" " 3.00	15
3.00	" " 8.10	10
NIGHT CARS.		Every 15 minutes.
4.50 p.m.	and 9.00 p.m.	to 11.00 p.m.
Every Half-Hour.		100 p.m. to 11.45 p.m.
Every Quarter-Hour.		11.45 p.m. to 1.00 a.m.
SUNDAYS.		Every 15 minutes.
7.45 a.m.	to 10.30 a.m.	10
10.30	" " 11.00	15
11.00	" " 12.00 noon	15
12.00 noon	" " 1.00 p.m.	10
1.00 p.m.	" " 3.00	15
3.00	" " 8.00	10
8.00	" " 7.00	15
7.00	" " 8.10	10

NIGHT CARS.
Extra Car at 12 Midnight.
SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road Central.
Season and punch tickets available for all
cars not already full running at the time
stated in the Company's time tables, but
not for special cars, can be obtained on
application at the Company's Office. No
season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Comptroller order represent-
ing Bank Notes.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 15th June, 1915. 125

FOR SALE.

**POSTAGE STAMP
CATALOGUES**

FOR

1916.

GRACA & CO.

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Hongkong, 6th January, 1916. 120

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21, BROADWAY, SHANGHAI, CHINA.

THE BEST MEDIUM-PRICED HOTEL
in the City. Near to everywhere, and
providing all modern convenience.

American or European Plan.

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Special terms to monthly guests.

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GRAVING DOCKS AND PATENT SLIP.

Length on Keel Blocks ... 510 feet 350 714 feet.
Width of Entrance on bottom ... 77 " 53 " 88 "
Water on Blocks at Spring Tide ... 35 " 24 " 34 "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OUBA MARU," 716 tons and 12 knots.
Two Floating Cranes of 60 and 20 tons each, besides 160 tons Giant Crane.

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Lifting Power ... No. 1, 7,000 tons. No. 2, 15,000 tons.
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Max. Breadth of Ship taken in ... 58 " 68 "
Max. Draft of Ship taken in ... 22 " 26 "
The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.

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Length on Keel Blocks ... 388 feet 0 inch
Breadth at Entrance on bottom ... 56 " 0 "
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Floating Crane capable of lifting 20 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt execution
of work and to suit the convenience of customers.
Any Orders will be promptly attended to and Estimates sent on application. 173

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL:

Now well-known throughout the East for
**STEAM RAISING, FORGING, STEEL MAKING, SHIP-
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DODWELL & CO., LTD.,

Hongkong, 1st October, 1914. AGENTS. 136

SOUTH

MANCHURIA RAILWAY.

TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY
OPENED TO THE TOURIST AND HOLIDAY-MAKER.

THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE
SEA EAST AND EUROPE IS STILL VIA THE
SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.

Owing to the War the THIRICE-WEEKLY EXPRESS TRAIN SERVICE has been
temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed
of excellently equipped Dining and First and Second Class Sleeping Cars, operated between
Dairen and Changchun in connection with the Trans-Siberian Express Trains and with
Dairen-Seiton (Tientsin) Shanghai Mail Steamer Service by the S.S. "HAKAKI MARU"
and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.		SOUTH BOUND.	
1st Class Train	2nd Class Train	1st Class Train	2nd Class Train
Shanghai (S.M.R. No. 1) to Dairen	Dairen (S.M.R. No. 2) to Shanghai	Dairen (S.M.R. No. 1) to Shanghai	Shanghai (S.M.R. No. 2) to Dairen
Departure	Arrival	Departure	Arrival
Shanghai (S.M.R. No. 1) to Dairen	Dairen (S.M.R. No. 2) to Shanghai	Dairen (S.M.R. No. 1) to Shanghai	Shanghai (S.M.R. No. 2) to Dairen
Departure	Arrival	Departure	Arrival

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above times do not include the Express Train North Pass.
To the early train leaving Dairen at 8 p.m. for Changchun, and that leaving Chang-
chun at 11.30 a.m. for Dairen a Compartment Car has been attached, on which First-Class
Passengers can secure sleeping accommodation on payment of Yen 2.

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Dairen, Port Arthur, Mukden, Changchun, and Hsiao-sung (the finest on-site resort in
North China), all under the Company's management.

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Messrs. THOS. COOK & SON, the NORMAN, DENNIS & CO., and the
NIPPON YUEN KAISEI, Shanghai, from whom all information, time-tables, pictorial
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Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots,
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MINING DEPARTMENT.
SOUTH MANCHURIA RAILWAY CO., DAIREN. 12

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Cheap edition ... 1.75
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AMERICAN APPLES

25 cts. per lb.

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Hongkong, 22nd January, 1918. 118

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By popular English Manufacturers.
In all Bore and Sizes.

**SMOKELESS POWDER AND CHILLED
SHOT.** From No 10 to 55SG. at \$5, \$7 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1918. 129

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(MITSU BISHI CO.)
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SOLE PROPRIETORS OF TAKASIMA,
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YOKOHAMA, NAGOYA, TSUBOGA,
SHANGHAI, HONGKONG, HANKOW,
PEKING.

Cable Address for above: "IWABAKI."
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AGENTS:—
CHINKIANG—Messrs. GEARING & Co.
MANILA—Messrs. MACDONALD & Co.
SINGAPORE—Messrs. BERNARD & Co., Ltd.
GLASGOW—Messrs. A. E. BROWN,
McFARLANE & Co., Ltd.

For Particulars apply to
K. KATO,
Manager.

No. 2, Pedder Street, Hongkong
Hongkong, 24th April, 1914. 171

ON SALE.

HONGKONG HANBARD REPORTS
of the
LEGISLATIVE COUNCIL for the
Session 1914.

REVISED BY THE MEM. SEC.

PRICE \$5

DAILY PRESS OFFICE

Hongkong, 25th February, 1918.

HOTELS

THE HONGKONG HOTEL

AND GRILL ROOM.

J. H. TAGGART,
Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIGHTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

Telephone: No. 373.

Tel. Address: "VICTORIA."

J. WITCHELL,
Manager. 22

GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

**A FIRST-CLASS AND UP-TO-DATE
HOTEL**, most Central Location within
the vicinity of all the Principal Banks.

Noted for the best Food, Refreshment
Accommodation and Cleanliness. Cuisine under
European Supervision. A First-Class String
Orchestra renders selections from 5.30 p.m.
to 11.30 p.m.

Special monthly terms for residents and for
shipping people.

For further particulars apply—

MANAGER
Telephone 127.
Telegraphic address: "COMFORT." 129

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

**FIRST-CLASS RESIDENTIAL and
TOURIST HOTEL.** Unrivalled for
Comfort, Health and Convenience. Telephones
in every Room, prompt connection maintained
by six lines to Central.

Fifteen Minutes from Principal Landing
Stage. Moderate Tariff and Excellent Cuisine.
Rooftop Garden and Social Rooms, European
Banquet and Steamer.

P. O. FEUSTER,
Manager. 121

THE NEW MACAU HOTEL.

THIS LARGE and ROOMY HOTEL
is now OPENED under NEW
MANAGEMENT. The place has been re-
novated throughout and entirely refurnished.
Situated on the Praia Grande facing the sea,
a cool breeze is enjoyed all the year round.
LARGE and COMFORTABLE DINING
ROOM facing the sea. Cuisine under
experienced supervision. Terms moderate.

For further particulars, apply to—

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Macau.

Tel. Add. "Phoenix," Macau.

1st February, 1916. 131

THE VICTORIA HOTEL.

CANTON.

Situated on the British Concession,

Shameen,

The only European Hotel in

Canton.

Guides and Chairs provided.

Every information and special

attention given to Tourists.

Reasonable Rates.

Under the personal Management

of Mr. and Mrs. Geo. H. Evans. 122

ENTERTAINMENTS

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PIANOS

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HIRE

FROM

\$10 Per MONTH.

TUNING AND REGULAR ATTENTION
INCLUSIVE.

[29-3]

WESTMINSTER
SMOKING MIXTURE.A carefully blended
and delicately flavoured
mixture.It appeals to the
most critical taste.

A TOBACCO THAT ONE LIKES AT THE START AND KEEPS

ON LIKING.

Hongkong, 24th January, 1916.

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NOTICE

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Hongkong, 10th July, 1915.

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SANITARY BOARD OFFICE,
HONGKONG.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC BUILDINGS (as amended), every Domestic Building or part of such Building within the WESTERN Division of the City of Victoria, occupied by Members of more than one family, except those within the European Reservation or those parts of a Domestic Building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of February and March.

N.B.—The word "throughout" used in this Notice means that the Houses should be Limewashed in respect of all the Walls of each Room, all Ceilings, Partitions, Stair Cases and Stair Linings, all Ceilings and the Undersides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its containing Walls Limewashed up to the level of the First Floor. Carved, Painted or Polished Woodwork in good condition, however, need not be Limewashed, but must be Cleaned.

The WESTERN Division of the City lies to the West of Tank Lane and Cleverly Street.

W. BOWEN-BOWLANDS,
Secretary.

Dated this 1st day of February, 1916.

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TO LET.

NO. 6, MOUNTAIN VIEW, PEAK.

"ELLANDONAN" No. 5, Des Vaux Vill, No. 54, THE PEAK, Fully Furnished, including Piano, from 1st May to 30th November.

NO. 7, STEWART TERRACE, PEAK, from 1st March, 1916.

"WOODBURY," No. 4, Hankow Road, Kowloon, from 1st March, 1916.

NO. 2, ZETLAND STREET, Kowloon.

NO. 25, SHELLEY STREET, Kowloon.

ONE OFFICE or SHOP in Duddell Street, Ground Floor.

NO. 8, "THE ALBANY," ROOMS, in Duddell Street.

"ROSENEATH," 2, Hankow Rd., Kowloon.

NO. 6, BELLILIOS TERRACE, with entrance on Conduit Road.

ONE GODOWN, No. 8, Burrows Street, Wai.

TWO GODOWNS, in Duddell Street.

NO. 5, DES VAUX VILLAS, 51, PEAK (Unfurnished).

NO. 18, THE PEAK & CAMERON VILLAS. Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 28th January, 1916.

[35]

SCOTTISH WOMEN'S
HOSPITALS IN SERBIA.
EXPERIENCES OF A HONGKONG
LADY'S SISTER.

The following interesting description of the hardships suffered by those who went out to Serbia last summer with the Scottish Women's Hospitals to care for the wounded is contained in a letter written by Miss Lawrence, sister of Miss Lawrence, of the Government Civil Hospital, Hongkong:

GLASGOW, 27th Dec., 1915.

Here I am safe and sound at home again after many adventures. Much has happened to the Scottish Women in Serbia since I last wrote to you (3rd October).

We lived peacefully at Lazaravatz, though for ten days we had heard guns constantly in the distance—until the morning of October 19th, when we got military orders to evacuate that day.

This meant that we had to clear the patients out of the hospital; the convalescents were sent home, and the others were taken in an ambulance train to another hospital further from the danger zone. Then we had to pack up as much of the hospital equipment as possible to take with us, as we expected to have to start another hospital somewhere else; also to get our baggage, dismantled, beds and bedding stores, etc., packed up. Finally, we got to the station at 6 p.m., where we waited eighteen hours for a train, which we got at 12 o'clock next day.

We travelled in a luggage-van, faster on in horse-boxes, and simply crawled along, stopping at every station and between every station, till we reached our destination, Krushievatz, at 7 p.m. next day.

We found this place crowded with refugees. The Government had retreated there from Belgrade, and it was also the Military headquarters, so it was impossible to find any decent accommodation, but at last we were offered one room in the principal Serbian hospital.

Here mattresses (sacks of straw) were laid on the floor for us quite close together along three sides of the room, and there twenty of us lived, cooked, ate, slept and washed for a fortnight.

By this time Krushievatz had also been evacuated, and Dr. Inglis and her Hospital Staff had also come down to Krushievatz, though they were quartered at a different hospital.

The Germans were still advancing, and Krushievatz began to evacuate next. It was then decided that those of us who wanted to get away must do so. About half of the two units decided to go, the other half preferring to wait on even at the risk of being taken prisoners, in the hope that they might be able to nurse the wounded Serbs. Well, I for one had no wish to be taken a prisoner, and probably be kept on in Serbia indefinitely; besides, food was very scarce, and it seemed as though we were taking it out of the mouths of the Serbs. We were well warned that our journey would be no picnic, but I don't think any of us quite realized how awful it would be. And so we set out on the 5th of November on our great trek—twenty women, two men, our secretary and chauffeur from Krushievatz, and various Serbian interpreters.

We had six bullock wagons for the luggage, and several teams for ourselves, and so we tramped and camped for two days, sleeping most nights under canvas by the roadside, till we reached Prizren in the south-west of Serbia. Here we were joined by the Madnevatz unit of the Scottish Women's Hospitals, also other Red Cross Workers in Serbia, as well as by the French and Russian Red Cross people, of whom there were many.

Sir Ralph Paget there took us all in charge, and made the best arrangements he could to get us out of the country. After a few days' rest at Prizren we had still further bullock wagons to Ipek in Montenegro, and after a few days there we started for our trek over the Montenegrin Alps.

This was the awful experience; it all seems like a nightmare now, and I feel I never want to look at a snow mountain again.

It took us six days to get over the mountains. We started in a snow-storm, and had snow and frost all the day. Ponies carried our baggage, and they continually slipped and fell, while the baggage rolled down a precipice, or into a river or was stolen by some wretched Albanian who pretended he was helping to gather it up. We climbed to a height of 8,000ft., and the cold was so intense that bread, frozen hard in our pockets, icicles hung from the tips of our noses, and even one's handkerchief froze stiff.

The Serbian Army retreated along with us, or rather, we with them, and I shall never forget the endless procession winding up that white mountain. We had very little to eat; generally just coffee or tea and dry bread before starting in the morning, a bit of dry bread during the day, and bœuf or tea again when we halted at night.

Words fail me to describe the awful places we slept in; generally men and women huddled close together, that if one lifted one's head at night, one couldn't get it down, again because someone else's foot was in the way.

Some of the sisters had frost-bitten toes, but I did all my trek in my leather-top boots and didn't have any trouble with my feet beyond blisters on my heel. After our six days on the mountains we got half a day's rest in a motor trolley (oh! the luxury and comfort of it!) to Podgoritz, still in Montenegro, and from thence we got to Lake Scutari, and after sitting in a fishing smack for 24 hours down the Lake to the town of Scutari.

He we were kept for another few days (sleeping on straw on the floor of an empty house) till Sir Ralph Paget made arrangements about our being taken from the coast over to Italy.

After another two days' weary trekking we at last arrived at San Giovanni, a tiny seaport on the Adriatic, from where we had been told that an American sailing-ship would take us to Brindisi. Here we tried to possess our souls in patience for

SLEEP OF THE WOUNDED.
SIR A. BOWLEY ON SCENES AFTER
A BATTLE.

Surgeon-General Sir Anthony Bowley, consulting surgeon to the British Expeditionary Force in France, who also served in the South African war, gave the Bradshaw Lecture on "Wounds in War" at the Royal College of Surgeons recently. Describing the character of the wounds in this war, Sir Anthony said that the wounds were of various kinds, the projectile wound common in the South African war, was quite rare, as even if the entry was small the exit was almost always ragged and large. When a large bone was struck the part looked as though it had been struck by a large fragment of shell. This was due to the fact that the bullet, travelling at the height of its momentum, not only smashed the bone, but also imparted its momentum to the shattered fragments, so that the injury to the soft tissues was inflicted in great part by the fragments of bone themselves.

All shell fragments, being rough and jagged, tore away parts of the clothing and carried them into the extreme depths of the wound. Nothing was more striking than the immense amount of destruction wrought by even quite small pieces of a shell burst by a large charge of a high explosive, as the wound in the tissues might be ten times as large as the missile. The lecturer went on to speak of the condition of the wounded man after a big fight. The man, he said, in a room filled with large numbers of recently wounded men, would be the fact that nearly all of them were asleep, in spite of wounds which one might well suppose would effectually banish sleep. But as the surgeons worked their way from man to man it was only too evident that some of those who were asleep were also suffering from profound collapse, and with hundreds of such men the best chance of life was for them to be kept warm and left absolutely quiet for a period.

THE USE OF ANTISEPTICS.

It was practically true that every gunshot wound of this war in France and Belgium was more or less infected at the moment of its infliction. Suggestions had been made for the application of an antiseptic agent by the wounded man himself or his comrades as soon as he was wounded. This would be useless, however, for not only would large quantities of any agent be required for the numerous large wounds, but it would be obviously useless to employ them unless they penetrate to all parts of it, and unless the wound could at once be protected from further contamination. A school of thought had arisen which asserted that antiseptics were useless as such, but with this he did not agree.

Practically all men who had slight wounds, as well as many who had had serious wounds, had done exceedingly well. It should be a satisfaction to everyone to know that, except when there was overcrowding through the rush of frequent battle, the conditions for the treatment of the wounded in well-equipped operating theatres were not one whit behind the best that could be found in civil life.

six days. Everyday we used to go out and scan the horizon for a sail, like Robinson Crusoe, but in vain. Our sleeping accommodation was appalling; there were about 150 English people and a lot of Russians to stow away, so every corner was commandeered. There were 15 sleeping in the room where I was, three beds with two in each, and the rest of us on the floor, which, after all, was preferable to dirty beds.

Sir Ralph Paget himself was sleeping in a roofless stable. No food was to be got, so we lived on black bread and bully beef, daily rations being served out by Sir Ralph's secretary.

All this time our great hope had been to get home for Christmas, but when it came to the 16th Dec. and still no boat out hearts were beginning to sink. However, on the morning of the 17th there was great excitement when an Italian steamer was seen coming into the Bay. It turned out to be a trading vessel with food supplies for the Serbian Army, and on Sir Ralph Paget interviewing the Captain, and pleading the cause of the refugees, he consented to take us back to Brindisi. A few days previous to our arrival Sir Giovanni had been bombarded by the Austrians, and several ships sunk in the harbour.

We sailed at midnight, a lovely moonlight night, and were escorted by two Italian men-of-war.

Having no cargo, the little boat bobbed like a cork and nearly everybody was sick, but I was not, neither did I seem to be in the least afraid of mines, of which the Adriatic is full.

We arrived in Brindisi next day (Saturday, 18th December) and travelled through Italy by Milan and Turin into France and on to Paris. We crossed Paris in motor char-a-bancs, breakfasted and had a much-needed brush-up. It was a wet day, but some of us ventured out, regardless of our clothes, which were almost in rags, and we were well stared at.

At 5 p.m. we were entrained for Havre, and I slept like a top till we were close to the Isle of Wight. We reached Southampton at 8 a.m. and London at 1.30 p.m., when I bade adieu to the rest of the noble and devoted women. I had had no home news since September. I cannot tell you how not having slept in a bed since the 18th October, the night before we left Lazaravatz, I travelled next day, arriving home on Christmas Eve and was met and welcomed as if I had returned from the dead. I may add that all of us had to leave our trunks behind at Krushievatz, and started our journey with nothing but hand-bags. Many of the Sisters left even that, and arrived home with nothing but what they stood up in.

I managed to bring safely home a week-end case and a rug. I feel I have certainly seen a bit more of the world than I bargained for when I set out for Serbia in July.

How splendid it is that the Scottish women in Hongkong to raise all that money for the Scottish Women's Hospitals. This, of course, I have heard of only now.

TAIPING RUBBER PLANTATIONS, LTD.

COMPANY ENTERS DIVIDEND LIST.

The fifth annual general meeting was held at Winchester House, London, E.C., last month, Mr. E. H. Parry presiding.

The Chairman, in moving the adoption of the report, said that a year ago the Chairman of the company—Major-General Ivor Philipps—advanced the opinion that there were five main points to which shareholders turned their attention at these meetings. They were—(1) Had the company achieved the results anticipated at the beginning of the year? (2) Were its estates in better order than when the shareholders last met? (3) Were the costs of its operations showing a satisfactory decrease? (4) Had it sufficient funds to meet the necessities of the future? (5) What profits had it made, and could it pay a dividend? The Chairman at that meeting stated that he was able to answer most of these questions in a satisfactory manner, although unfortunately not the last. At the present meeting he (the speaker) was able to say that, with the one reservation that no one knew what the future had in store for them, he was able to answer all the questions in the affirmative. (Cheers.) The company had achieved more than was anticipated at the beginning of the year. Their estates were in better order, and their costs of operation had shown a decrease, the cost of production having fallen from 1s. 2.88d. to 1s. 0.29d. Moreover, they no longer had any anxiety as to the sufficiency of their cash resources, whilst they had made a profit which enabled the directors to recommend a final dividend, which, with the interim dividend already paid, would amount to 12½ per cent. for the year. Their last balance-sheet showed that they had borrowed £10,400, but the balance-sheet now presented showed that at the end of the financial year the company had no loans. The improvement in the financial position had not been achieved by starving the property, for not only had the cultivation been fully maintained, but they had cleared and planted 200 acres during the year. They were asked last year whether they did not think it advisable to surrender some of their unwanted land. The directors actually prepared to surrender 2,000 acres to the Government, but, in the meantime, they applied to get the property accepted under the conditions of the Country Lands (Cultivation) Enactment. The success of their application had reduced the rents payable by the company and they had not proceeded with the surrender. The policy of the directors was gradually to extend the planted area and so reduce their capital cost per acre. For the current year the estimated output was 500,000lb. of rubber. In the first two months of the year they obtained 97,350lb. of rubber, and the estimate might therefore be considered a conservative one. The resolution was carried unanimously.

HONGKONG VOLUNTEERS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

PARADES.

1.—Parades for to-day.

7.00 a.m.—Members of Signalling Section and other Signallers, as detailed in Signalling Section Order dated 8th December, 1915—Semaphore practice at Headquarters.

9.15 p.m.—Civil Service Company—Drill at Headquarters.

6.15 p.m.—Signalling Section—Squad Drill at Headquarters.

Remainder, nil.

DETAILS.

On duty until morning of 4th inst.: H.K.V.R.

On duty 4th inst.: Left Section M.G. Company.

On duty 5th inst.: Right Section M.G. Company.

Orderly Officer 4th to 11th inst.: Lieut. Murphy.

G. E. STEWART, Capt.,
Lieut. H.K.V.R.

HONGKONG POLICE RESERVE

PARADES, CENTRAL, 5.30 P.M.

Monday, February 7th.—No. 3 Company and Ambulance Company.

Tuesday, February 8th.—Nos. 1 and 2 Companies.

Thursday, February 10th.—Inspection of all ranks by H.E. the Governor. The 1st Shift Patrols will be exempt from Patrol Duty and will attend the Inspection.

2nd Shift Patrols will also attend.

LEAVE REGULATIONS.

The attention of all ranks is drawn to these Regulations.

ORCHESTRA PRACTICE.

Thursday, February 3rd, at 10.30 a.m.

F. C. JENKIN,
D.S.P. (R.)

EXPECTED GERMAN ACTIVITY ON THE RUSSIAN FRONT.

The *Russky Izvesti*, the Russian military organ, says that everything points to the probability that German activity during the winter campaign will not be confined to what is known as a "war of position."

"The enemy," the journal declares, "is making energetic preparations in anticipation of our offensive, and it is possible that important events may take place on the Russian front much sooner than is generally anticipated. From the beginning of the war the Germans, considering Russia their principal enemy, have accorded the latter particular attention. It is evident that the great war will be decided on the Russian front. No success in the Balkans, in Asia Minor, or the other European fronts can have any preponderating effect so long as no important result has been obtained either by one side or the other on the Russo-German front. Anything the enemy may undertake in the Balkans or on the Franco-Belgian front can only be considered in the light of temporary events, showing that the time for the solution of the great problems of the war is not yet."

HOUSES TO LET

GODOWN.

TO LET, GODOWN, approximate area 6,300 sq. ft. Situated No. 90, Praya East.

Apply—W. G. HUMPHREYS & Co., Liquidators for Jessen & Co. Hongkong, 31st January, 1916. [221]

FURNISHED FLATS.

THE Undersigned are prepared to furnish some of their Tregunter Mansions (May Road) flats to suit intending tenants. These flats have first-class appointments which include English Baths and Kitchen ranges, hot water supply, and water-closets. They are of two kinds, viz.: Flats with 2 Bedrooms and 2 Sitting Rooms and Flats with 2 Bedrooms and 1 Sitting Room. The latter are specially suitable for Bachelors. Arrangements could be made if desired for the use, in common with certain other tenants, of the adjoining fresh water swimming bath.

Apply to—HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings, Hongkong, 30th January, 1916. [206]

TO LET.

TWO HOUSES in "STONEHENGE," No. 5, Robinson Road. Newly done-up and remodelled.

Each House contains downstairs Two Good Rooms and upstairs Three Bedrooms, each with Bathroom.

Outhouses and Grass Tennis Court. Shortly available for occupation.

Apply to—DAVID SASSOON & Co., Ltd., Hongkong, 22nd December, 1915. [112]

TO LET.

OFFICES in Queen's Building.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd., Hongkong, 8th December, 1915. [105]

TO LET.

NO. 11, GAGE STREET, from 1st January, 1916.

Apply to—J. VINCENT BRAGA, Toyo Kisen Kaisha, Hongkong, 18th November, 1915. [100]

TO LET.

NOS. 9 and 10 MOUNTAIN VIEW.

Apply to—M. J. D. STEPHENS, Hongkong, 13th November, 1915. [97]

TO LET.

"THE KENNELS," 168, Magazine Gap. Thoroughly renovated and repaired.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd., Hongkong, 10th November, 1915. [95]

TO LET.

RAVENSHILL EAST, Part Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.

Apply—DEACON, LOOKER, DEACON & HASTON, Hongkong, 18th October, 1915. [90]

TO LET.

"GLENSHIEL," No. 141, Plantation Road, Peak, from 1st November, 1915.

Apply—LINSTEAD & DAVIS, Hongkong, 18th October, 1915. [88]

TO LET.

A HOUSE in Knatsford Terrace, Kowloon.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd., Hongkong, 24th October, 1915. [87]

TO LET.

OFFICES in St. George's Building, Second Floor, Overlooking Harbour, immediate possession.

Apply to—SHEWAN, TOMES & Co., Hongkong, 3rd December, 1914. [83]

TO LET.

OFFICES in King's Buildings, OFFICES in Des Vaux Road Central, HOUSES in CLIFTON GARDENS, Conduit Road.

NEW HOUSES in Broadwood Terrace, HOUSES at the Peak.

No. 1, MORISON TERRACE, Causeway Bay.

GODOWNS, at Waiwai.

NO. 1, 2 and 2, WEST END TERRACE, CANTON.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd., Hongkong, 4th November, 1915. [82]

TO LET.

TWO ROOMED-FLATS in Nathan Road, Kowloon.

THREE-ROOMED FLATS in Humphrey's Buildings, Kowloon.

FOUR-ROOMED FLATS in May Road, with every modern convenience, including Water and Water-Carriage System. Flat specially designed to accommodate three persons.

FOUR-ROOMED HOUSES in Gordon Terrace and Balfour Avenue, Kowloon.

Apply to—HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings, Hongkong, 28th December, 1915. [59]

TO LET.

GODOWN, No. 8, Duddell Street.

Apply—A. B. ATASIA, Care of E. E. BARN, No. 1, Duddell Street, Hongkong, 2nd February, 1916. [63]

ASAHI BEER

DAI NIPPON BREWERY

CO. TOKIO JAPAN



OBTAINABLE EVERYWHERE.

SOLE AGENTS:

MITSU RUSSAN KAISHA
HONGKONG

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COMPANY MEETINGS.

THE WEST POINT BUILDING COMPANY, LIMITED.

The 28th ordinary meeting of shareholders in the above was held at the offices of Messrs. Jardine, Matheson & Co., Ltd., yesterday. Sir Paul Chater presided, and those also present were:—The Hon. Mr. D. Landale, and Messrs. J. W. C. Bonnar, C. S. Gubbay (directors), H. W. Looker, A. A. Fyfe, E. Maitland, J. Chapman, E. B. Shepherd, with Mr. M. S. Northcote, acting secretary.

The Secretary read the notice convening the meeting, after which

The CHAIRMAN said:—Gentlemen,—The report and statement of accounts, together with the auditors' report, having been in your possession for some days, may be taken as read. The figures for the year under review differ but very slightly from those for 1914, and the usual dividend of \$4.25 for shares has been easily maintained, with a slightly increased sum from that of last year to carry forward. The present lessee's term expires at the end of next March, and it will be of interest to shareholders to know that a new lease has been arranged with other parties at a considerably increased rental, viz., \$7,250 per annum. Documents binding the parties to complete the lease have been signed and a deposit to the amount of \$5,000 as security therefor paid over, upon completion of the agreement the balance of the security to the full amount of \$20,000 will be forthcoming. The property will of course have to be put into thorough repair for the new lessee, part of the cost of which will fall upon the outgoing lessee, so that, although we may expect to see an increase under the heading of repairs to building in our balance sheet for 1916, on the other hand we shall see a far larger sum standing to the credit of rent account, and we may, I think, confidently look forward to larger dividends in the future. I mentioned last year that some enquiries had been made from parties desirous of acquiring the property and we have had further such during the year which have not so far reached a figure your directors deem sufficiently high to consider. If any shareholder has any questions to ask I shall be glad to answer them to the best of my power.

There were no questions, whereupon

The CHAIRMAN moved the adoption of the report and accounts.

Mr. MAITLAND, in seconding, said:—I am sure that shareholders ought to be very satisfied with the progress of the Company, and the prospect of looking forward to increased dividends. I am sure, also, that we offer our thanks and congratulations to the directors for having looked after our interests so well in the past. (Applause.)

On the proposition of Mr. Looker, seconded by Mr. Fyfe, Sir Paul Chater, and Mr. Bonnar were re-elected directors.

Mr. BONNAR proposed, and Mr. NORTHCOTE seconded, the re-appointment of Mr. H. Percy Smith as auditor at a remuneration of \$50.

This was all the business, and the CHAIRMAN announced that dividend warrants would be ready to-day.

THE HONGKONG CENTRAL ESTATE, LTD.

The second ordinary meeting of the above was held yesterday at the offices of Messrs. Jardine, Matheson & Co., Ltd. Sir Paul Chater presided, and those also present were:—Hon. Mr. D. Landale, Hon. Mr. E. Shellim, and Dr. J. W. Noble (directors), and Messrs. C. S. Gubbay, H. W. Looker and F. B. Shepherd, with Mr. M. S. Northcote, acting secretary.

The Secretary read the notice convening the meeting, after which

The CHAIRMAN said:—The report and balance sheet, with the auditors' report, having been in your hands for some days, may be taken as read. The period now under review covers a full year's working as against only seven months in the previous account and is therefore not of much use for purposes of comparison. It gives you, however, a fair indication of what may be expected from year to year, and as you see we are paying a dividend of 7 per cent. for the year, as we did for the first seven months of the Company's life. I am pleased to be able to state that so far, with one exception, rents due to the Company from enemy leases have been promptly and fully met, and I trust will continue so to be until such times as their tenancies run out, when we must hope that new tenants will be forthcoming. I may further state that with regard to the exception mentioned, the amount remaining due and unpaid has been admitted by the liquidators of the firm in question, and will, I am confident be eventually paid. With regard to

the item Repairs to Property, I would say that the actual amount expended during the year was slightly over \$5,000, which sum included the cost of an entirely new roof to No. 8, Des Vaux Road Central, an unforeseen outlay of some \$4,300, an item of expenditure which will not occur again. Against this the sum of \$2,500, received from the vendors on the formation of the Company for repairs to lifts and building and shown in suspense accounts of 1914, has now been appropriated. I am pleased to say that with the exception of the godown we have practically no vacant floors.

There were no questions, whereupon

The CHAIRMAN moved the adoption of the report and accounts.

Mr. LOOKER seconded, and this was unanimously agreed to.

On the proposition of Mr. GUBBAY, seconded by Mr. NORTHCOTE, the Hon. Mr. D. Landale was re-elected as a director.

Mr. NORTHCOTE proposed, and the Hon. Mr. E. Shellim seconded, the re-appointment of Messrs. H. Percy Smith and C. Bernard Brown as auditors to the Company at a remuneration of \$75 each.

This was all the business, and the CHAIRMAN announced that dividend warrants would be ready to-day.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

The 28th ordinary meeting of shareholders in the above was held at the offices of Messrs. Jardine, Matheson & Co., Ltd., yesterday. The Hon. Mr. Landale presided, and those also present were:—Sir Paul Chater, Hon. Mr. E. Shellim, Mr. H. P. White and Mr. C. S. Gubbay (directors), and Messrs. H. W. Looker, A. A. Fyfe, L. N. Lee, Ho Fook, E. J. Chapman, Lo Cheung Shui and M. E. Asger, with Mr. M. S. Northcote, acting secretary.

The Secretary read the notice convening the meeting, after which

The CHAIRMAN said:—Gentlemen,—I propose, with your permission, to take the report and balance sheet, which have been in your hands for the past week, as read. The net profits for the year under review amount to \$342,311.11 as against \$450,858.41 for the previous year, a decrease of \$108,547.30. This is accounted for largely by the fact that there have been no sales of property during 1915, whereas in 1914 the profits derived from this source amounted to \$60,303.38, and is further explained by a decrease in rents of \$16,258.05, due partly to the loss of rents derived from the properties sold in 1914 and also to loss of rents from European properties rendered vacant from war causes, the estimated rental derivable from such at present vacant being some \$2,800 per annum. While interest derived from mortgages and investments in kindred land companies shows an increase of \$17,581.47, on the other hand interest paid out is increased by \$32,567.34, our investment in property having risen from \$30,709,142.63 to \$7,224,041.77. Out of the total value of our properties \$6,329,813.03 represents properties developed and revenue earning, and as you will see from the amount at credit of rents account give a return of something over 7 per cent. During the year two new blocks were completed and handed over, one on the Praya East and one in Wongneichong Road, the former is now fairly occupied, but we have not so far succeeded in letting off much of the latter. Several of our large leases of Chinese property in the Wanchai District fell in during the year and new leases have been made at remunerative rates; this has necessitated the properties being overhauled and renovated, which accounts in part for the increase shown under the heading Repairs to House Property. I may mention that a lease of all our remaining Chinese property in the Hunghom and Yaumatei districts has been arranged, commencing early this year. The Company's holding in shares in kindred companies has increased by \$10,586.25 and the income derived from this source and mortgages amounts to about 6½ per cent. Commission A/C as foreshadowed last year has increased. No progress has been made during the year with the Praya East Reclamation Scheme, in which we are largely interested, owing to the war conditions prevailing.

There were no questions, whereupon

The CHAIRMAN moved the adoption of the report and accounts.

Mr. LOOKER seconded, and this was unanimously agreed to.

On the proposition of Mr. Ho Fook, seconded by Mr. Fyfe, the appointment of Mr. H. P. White as director was confirmed.

Mr. LO CHEUNG SHUI proposed, and Mr. NORTHCOTE seconded, the re-election of Mr. H. P. White and Sir Robert Ho Tung as directors.

On the proposition of Mr. LEE, seconded by Mr. ASGER, Messrs. H. Percy Smith and C. Bernard Brown were re-appointed auditors at a remuneration of \$500 each.

This was all the business, and the CHAIRMAN announced that dividend warrants were ready and could be had on application.

THE HONGKONG LAND RECLAMATION CO., LTD.

The 15th ordinary meeting of the shareholders of the above, was held at the offices of Messrs. Jardine, Matheson & Co., Ltd., yesterday. The Hon. Mr. D. Landale presided, and those also present were:—Sir Paul Chater, Hon. Mr. E. Shellim, Mr. C. S. Gubbay (directors), and Messrs. M. S. Northcote, J. H. Seth, A. A. Fyfe, C. L. Maxwell, Ho Fook, Ho Kom Tong, and Lo Cheung Shui, with Mr. E. B. Shepherd, acting secretary.

The Secretary read the notice convening the meeting, after which

The CHAIRMAN said:—Gentlemen,—I am sure you will agree in taking the report and accounts, now before us as read. The net profits for the year amount to \$56,359.20. No sales of property have been made during the year, and our investments in mortgages have been increased by \$41,000. The lease of our small house property at Yaumatei was renewed for a further three years at a small decrease in rent. Rents received from storage on vacant ground show a falling off, as stocks of coal and timber have been much smaller during 1915. We continue to pay the usual dividend of 7 per cent. upon the paid up capital, carrying forward some \$14,000 less than in the last account. Before proposing the adoption of these accounts, I shall be pleased to answer any questions shareholders may desire to put.

There were no questions, whereupon

The CHAIRMAN moved the adoption of the report and accounts.

Mr. HO FOOK seconded, and this was unanimously agreed to.

Mr. LO CHEUNG SHUI proposed, and Mr. Fyfe seconded, the re-election of Mr. C. S. Gubbay and Sir Robert Ho Tung as directors.

On the proposition of Mr. LO CHEUNG SHUI, seconded by Mr. HO KOM TONG, Messrs. H. Percy Smith and C. Bernard Brown were re-appointed auditors at a remuneration of \$50 each.

This was all the business, and the CHAIRMAN announced that dividend warrants would be ready to-day, and could be had on application.

COMPANY REPORTS.

HONGKONG, CANTON, AND MACAO STEAMBOAT CO., LTD.

ANNUAL REPORT.

In their report to the annual meeting of shareholders, which is to be held on the 15th inst., the directors state that, after paying running expenses, salaries, premium of insurance, loss in exchange of subsidiary silver, (\$90,814.42), repairs and all other charges, and after deducting the sum of \$13,804 carried forward from last account, and after transferring from investment fluctuation account the sum of \$47,428.90 to profit and loss account, and also transferring from the equalization of dividend fund \$58,000, there remains the sum of \$22,378.43 at credit of profit and loss account.

From this amount the directors recommend that a dividend for the year of one dollar be paid to shareholders, leaving a balance of \$2,378.43 to be carried forward to now account.

The investment fluctuation reserve now amounts to 20 per cent. of the market value of the share investments of the Company.

HONGKONG TRAMWAY CO.

The approximate statement of traffic receipts for the week ending 27th January is as follows:—

	Receipts for week.	Aggregate receipts for 4 weeks.
This year	\$11,193	\$4,223
Last year	9,406	2,953
Increase	1,787	6,175
Decrease	—	—

SAIYINGPUN SCHOOL BREAKING-UP DAY.

On Monday the Government District Schools closed for the New Year vacation. At Saiyungpun the following was the programme for the day. The distribution of the half-yearly reports was followed by an address, after which the School was dismissed for the morning. On re-assembling the boys were marched to Queen's Road West, where, through the generosity of Mr. Tam Ho, they were entertained to a free cinematograph performance, which proved instructive and amusing. On their return to the School they had a tea-party, and through the kindness of one of our local firms, each boy received a tin of Nestlé's coffee and milk preparation. The tea was followed by an entertainment given by the masters and boys, and consisted of a miscellaneous programme of short plays, recitations, songs and instrumental music. A very successful day was brought to a close by the firing of long strings of crackers. The performance is being repeated for the benefit of the parents and guardians of the pupils.

HOLIDAY CRICKET.

CLUB v. THE REST.

The following will represent "The Rest" in the match with the Club tomorrow, play commencing at 10 a.m.:—R. E. O. Bird (Capt.), Major Robertson, G. E. Marley, E. Ponsonby, E. W. Hamilton, K. Brayshaw, J. Robinson, F. Redmond, J. Braga, B. D. Evans and R. C. Witchell.

ASSOCIATION FOOTBALL.

PROGRAMME FOR THE WEEK.

The following matches will be played at Happy Valley during the week:—

TO-DAY.
Staff and Departments v. Shropshire L.I. Reserves, Military ground, 4 p.m.
Belcher's v. University, Navy ground, 4.30 p.m.

SATURDAY.
Hongkong F.C. v. Shropshire L.I. (Challenge Shield Competition, replay first round tie), Club ground, 4 p.m.
Hongkong will field the following team:—Redger, F. W. Black and J. McCubbin; M. L. Raiton, J. Stewart, and T. R. Chaswell; G. A. Robinson, W. H. Vivian, J. Walker, H. McTavish, and J. Stalker. Navy, Royal Engineers (Hongkong League), Navy ground, 4 p.m.
32nd Company v. Lam Tsiang, Club ground, 2.30 p.m.
87th Company v. St. Joseph's, Navy ground, 2.30 p.m.

THE RECITAL AT THE CITY HALL.

The well-known artistic skill of Mr. Norman Fuller, the excellence of the programme, and the object for which the recital was given at the City Hall on Monday night made a crowded house a foregone conclusion. The proceeds from the sale of tickets are to be devoted to buying material to be made into bandages for the wounded by Mrs. Phillips' class, and the proceeds from the programmes go to the Fund for Blind Soldiers and Sailors.

Mr. Fuller's opening piece was Chopin's Sonata in E-flat minor, which ends with the well-known "Funeral March." This was followed by "A Dreamer's Tale," the composition of a local musician, Mr. Norman Peterkin; "Noël" by Balfour Gardiner; "Serenade du Village" by E. Schmitt; a "Prelude" by N. Steinhilber; "Dream of Love" (No. 3) by Liszt; "Jardin sous la pluie" by C. Debussy; and "Triste" by J. Sibelius; and an "Intermezzo in Octaves" by Lechitzky. In response to an encore at the close Mr. Fuller gave his own delightful arrangement of the dance of Fire and Water in "The Blue Bird."

Vocal numbers, drawn from Somerville's setting to Tennyson's "Maud," were contributed by Mr. H. E. Muriel, and they were exceedingly well sung. As an encore piece Omar Khayyam's "Myself when young" was given. The accompaniments were sympathetically played by Mr. Norman Peterkin.

BOHEMIA AND THE ALLIES.

DECLARATION OF SYMPATHY BY REFUGEES.

A declaration has been issued by a committee of political refugees and emigrants from Bohemia, which has been constituted for the purpose of placing the aspirations of the Bohemian nation before statesmen, politicians, the Press, and the public of allied and neutral States.

Beginning with an expression of hearty sympathy with the Serbians, Russians, and Poles, and of confidence in the final victory of the Slavs and of their Allies, the declaration sets forth how the rights of the Bohemian nation, which freely elected a King from the Hapsburg family, have been violated by that dynasty, bent upon building up a unitary absolutist State, Constitutional efforts to bring about a federal union of Hapsburg people and countries on the basis of equal rights were thwarting, and the declaration continues in its dual form, the Hapsburg Monarchy became the oppressor of non-German and non-Magyar peoples. It became a hindrance to the peace of Europe, and has now degenerated into a mere instrument of German lust of conquest in the East, without a positive aim of its own and incapable of creating an organic progressive State.

Austria, having been beaten not only by Russia, but also by Serbia, whom she despised, has become a German vassal. Her apparent temporary recovery under the control of Berlin proves only that she has abdicated her independence. We Bohemians have lost all confidence in the vitality of Austria-Hungary. We no longer recognise her *raison d'être*. The Bohemian nation has therefore reached the conclusion that it must take charge of its own welfare. We strive for an independent Bohemian Slovak State.

A BLACK TALE.

Along among belligerent Governments, the Government of Vienna feared to place the issue before the representative of its peoples, well knowing that the majority would have been against war. From the very outset, the sympathies of Bohemia have been with Russia, Serbia, and the Allies, despite official terrorism and the suppression of every public manifestation of popular feeling. The leading public men of Bohemia languish to-day in prison, the gallows have become a prop of an incapable and oppressive administration, the Bohemian regiments have been decimated for their loyalty to the Bohemian national programme, Bohemian lands have been ravaged by a military rabble and agitation against Bohemian rights has been encouraged by the Governments of Vienna and Budapest, which foment Pan-German propaganda.

We the only representatives of our nation who can make our voice heard, can no longer keep silence. In the name of the Bohemian nation, we declare ourselves on the side of the Allies, and we claim our resolve to work for the creation of an independent Bohemian-Slovak State. The manifesto is signed by Professor T. G. Masarik, Deputy and President of the Progressive Club in the Austrian Parliament; M. Joseph Durich, Deputy and President of the Camerun Committee of Vienna; and eminent Czech representatives in London, Paris, Petrograd and the United States.

INTIMATIONS

LANE, CRAWFORD & Co.

(ESTABLISHED 1850).

(TELEPHONE 1741).

SPORTS DEPARTMENT

EVERYTHING FOR BILLIARDS.

BILLIARD CUES

OF BRITISH MANUFACTURE.

"PEALL RECORD" CUES...	PRICE	10.50	EACH.
EBONY BUTTED	"	5.50	"
ROSEWOOD	"	3.50	"
SELECTED ASH	"	1.75	"

IVORY, BONZOLINE AND CRYSTALATE

BILLIARD BALLS

BONZOLINE AND CRYSTALATE.

PYRAMID AND SNOOKER BALLS.

TABLE IRONS. TABLE BRUSHES.

REST HEADS. CUE CLIPS. POCKETS.

CUE TIPS. CHALK. WAFERS.

BEST WEST OF ENGLAND BILLIARD CLOTH.

BILLIARD TABLES RECOVERED BY EXPERIENCED WORKMEN.

PRICES FOR COMPLETE TABLES TO BE HAD ON APPLICATION.

LANE, CRAWFORD & Co.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	...	...	...	\$6.00
Return " " (available also for return by day steamer)	...	...	...	...	10.00
Single Fare by Day Steamer	...	...	...	...	4.00
Return " " " " " "	...	...	...	...	8.00

HONGKONG TO CANTON. | CANTON TO HONGKONG.

WEDNESDAY, 2nd FEBRUARY, 1916.	
8.00 a.m. HONAM.	8.00 a.m. HONGSHAN.
10.00 p.m. KINSHAN.	4.30 p.m. FAZSHAN.

THURSDAY, 3rd FEBRUARY, 1916.	
8.00 a.m. HONGSHAN.	8.00 a.m. HONAM.
10.00 p.m. FAZSHAN.	4.30 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651.	S.S. TAISHAN, Tons 2,008.
HONGKONG TO MACAO.	
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.	
MACAO TO HONGKONG.	
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.	

EXCURSION TO MACAO.

SUNDAY, 9th FEBRUARY, 1916.

The Company's New Steamship "TAISHAN" will depart from the Company's Wing Lok Street Wharf at 9 a.m., and return from Macao at 3 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 8.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 588 tons. One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUL. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., Ltd., Hotel Mansions (First Floor), opposite the Bank Place. [123]

LOST.

BETWEEN City Hall and Race Course a DIAMOND and RUBY BROOCH. Finder will be well rewarded. "I," Care of "Daily Press" Office. Hongkong, 31st January, 1916. [226]

FRENCH LESSONS

G. MOUSSION.

15, MORRISON HILL ROAD.

NEW ADVERTISEMENTS

THE HONGKONG AND WHAMPOA DOCK COMPANY, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED, will be held at the Company's Office, Queen's Buildings, Victoria, Hongkong, on MONDAY, the 14th February, 1916, at 12 o'clock Noon, when the subjoined Extraordinary Resolution, which was passed at the Extraordinary General Meeting of the Company held on the 17th January, 1916, will be submitted for Confirmation as a Special Resolution.

"That the Regulations contained in the printed document submitted to this meeting and for the purpose of identification, subscribed by the Chairman hereof be amended as hereafter set out, and that such regulations so amended be and the same are hereby approved and adopted as the Articles of the Company in substitution for and to the exclusion of all the existing Articles thereof."

The said amendments are:—
That Article 87 be amended by the elimination of the words "the Chairman" in line one thereof and by the substitution of the word "three" for the word "five" in line two thereof.

That Article 88 be eliminated.

That the following words be added at the end of Article 84 "but any such appointment shall be subject to confirmation by the Company at the next ordinary Yearly Meeting."

That paragraph (b) of Article 90 be eliminated and the following paragraph substituted therefor:—

(b) A Director who is a member of, or a Director of, or a member of the Consulting Committee of, or otherwise interested in, a Public Company which is interested in any contract or arrangement brought up for determination at any Meeting of the Directors shall notwithstanding be entitled to vote as a Director in respect of such contract or arrangement provided:—

(a) That he has disclosed his interest in such Public Company before such contract or arrangement is voted upon by the Directors.

(b) That the Public Company so interested is not a Company whereby a private firm became incorporated and, (c) That he is not a General Manager of the Public Company in question and that the firm in which he is a partner or which he represents are not the General Managers or General Agents of such Public Company.

Save as above provided no Director shall as a Director vote in respect of any contract or arrangement in which he is interested and if he do so vote his vote shall not be counted.

That Article 96 be amended by the substitution of the word "five" for the word "seven" in line four thereof.

That the following new Article be inserted after Article 90:—

"The Company may by Extraordinary Resolution remove any Director before the expiration of his term of office and appoint another person in his stead. The person so appointed shall hold office during such time only as the Director in whose place he is appointed would have held the same if he had not been removed."

That the following words be added at the end of paragraph (a) of Article 98:—

"A Director who is entitled to vote (as provided by Article 90 (b)) notwithstanding his interest is to be counted in a quorum, but otherwise a Director who is interested is not to be counted in a quorum."

That the words "to any regulations" be eliminated from line seven of Article 107 and that the following words be substituted therefor:—

(if any) regulations are" and that the words "not being inconsistent with such provisions or these presents" be eliminated from lines eight and nine of Article 107.

That paragraph (p) of Article 108 be eliminated.

That Article 112 be eliminated and the following Article substituted therefor:—

RESERVE FUND.
(a) The Director before declaring a dividend may with the sanction of the Company in General Meeting set aside out of the profits of the Company such sum as they think proper as a reserve fund to meet contingencies, or for equalising dividends, or for special dividends, or for repairing, improving and maintaining any of the property of the Company or for the augmentation of any existing reserve fund or for such other purposes as they think conducive to the Company's interests and may with such sanction as aforesaid pay out of the profits of the Company such bonuses as they think fit to those members who for the twelve months covered by each profit and loss account shall have contributed business to the Company (but that no bonus to contributing members for any twelve months shall exceed fifteen per cent. of the net profits made during those months).

(b) The Directors may invest any sums set aside as a reserve fund upon such investments (other than shares of the Company) as they may think fit and may from time to time deal with and vary such investments.

(c) The Directors may employ the reserve fund for the time being or any portion thereof in or for any of the purposes for which it or for which such portion was created and in or for such other purposes as the Directors shall in their discretion think conducive to the interests of the Company and shall have power to employ the assets constituting the reserve fund or any part thereof in the business of the Company and that without being bound to keep the same separate from the other assets of the Company.

(d) The Directors may also, with the sanction of the Company in General Meeting employ the reserve fund for the time being or any part thereof in the payment of bonuses to members whether the part of the reserve fund so employed shall be set apart for that special purpose or not."

and that any necessary amendments to the numbering of the proposed Articles be carried out.

Dated the 2nd February, 1916.
By order of the Board,
R. M. DYER,
Chief Manager. [223]

NEW ADVERTISEMENTS

WANTED.

A female TEACHER, with some experience, is required to take charge of the small Children's School at Lyman at an early date. Salary \$40 per month.

Any person desirous of the appointment should communicate at once with the INSPECTOR OF ARMY SCHOOLS, No. 1, Observatory Villas, Kowloon.
Hongkong, 2nd February, 1916. [223]

HUMPHREYS ESTATE AND FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of the HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED, will be held at the Company's Office, Queen's Buildings, Victoria, Hongkong, on SATURDAY, 12th February, 1916, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1915.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 14th February (both days inclusive), during which period no Transfer of Shares can be effected.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 31st January, 1916. [227]

UNION WATERBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ELEVENTH ANNUAL GENERAL MEETING of SHAREHOLDERS will be held in the Offices of Messrs. DODWELL & Co., Ltd., on MONDAY, the 14th February, 1916, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st December, 1915.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 14th February, both days inclusive.
DODWELL & Co., Ltd.,
General Managers.
Hongkong, 31st January, 1916. [228]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 15th February, 1916, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 15th February, 1916, both days inclusive.
By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, 26th January, 1916. [207]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 19th day of February, 1916, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the year ending the 31st December, 1915.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 7th February, to SATURDAY, the 19th February, 1916 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager.
Hongkong, 31st January, 1916. [229]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

LOST.

THE SHARE CERTIFICATE No. 4939 for Twenty-five Shares numbered 4901 to 4926 inclusive standing in the Register in the name of FRANK BARRINGTON DEACON, having been LOST, Notice is hereby given that unless the said Certificate be produced at the Office of the Company, 5, Queen's Road Central, Victoria, Hongkong, on or before the Third day of February, 1916, a New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

MOWBRAY S. NORTHCOTE,
Acting Secretary.
Hongkong, 3rd January, 1916. [144]

HUMPHREYS ESTATE & FINANCE CO., LTD.

SHARE CERTIFICATE No. 5122, dated 18th July, 1904, of One Hundred Shares numbered 5501 to 5510 inclusive fully paid up, standing in the Register in the name of Mr. ANTONIO JOAQUIM BASTO, of Macao, having been LOST or DESTROYED, Notice is hereby given that unless the said certificate be produced at the Offices of the Company, Alexandra Buildings, Des Voeux Road, Central, Hongkong, on or before the 8th day of February, 1916, New Certificates for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 7th January, 1916. [166]

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE.

THE CERTIFICATE No. 1546 for one share, \$100 paid up, numbered 11018, standing in the Register in the name of W. SANG, having been LOST, Notice is hereby given that unless the said Certificate is produced to the Society on or before the 28th April, 1916, a NEW CERTIFICATE for the said share will be issued and the old Certificate will thereafter be held by the Society as null and void.

By Order of the Board of Directors,
C. MONTAGUE EDE,
General Manager.
Hongkong, 26th January, 1916. [206]

INTIMATIONS

BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1915 the EXCHANGE BANKS will be CLOSED for the transaction of public business on THURSDAY and FRIDAY, the 3rd and 4th February.
Hongkong, 31st January, 1916. [225]

ROYAL HONGKONG GOLF CLUB.

CHINA NEW YEAR COMPETITIONS, FANLING.

FEBRUARY 4TH, 1916.

MORNING.—Bogey Competition under the Club.

AFTERNOON.—Tombstone Competition.

CONDITIONS:
A player is allowed the Bogey score plus his handicap. When he has played the total number of strokes allowed a peg with his name thereon must be fixed at the spot where the ball lies.

If at the 18th hole a player has strokes in hand he must continue from the first tee. In the case of a lost ball, another may be dropped on the fairway, not nearer the hole, under penalty of two strokes.

The player who reaches the furthest point in the number of Strokes allowed him wins the first prize.

A prize will also be given to the player whose peg or "Tombstone" lies nearest to a selected spot which will be disclosed after the round is completed.

VISITORS' CUP.
During the months of February and March an ECLECTIC Competition will be held over the 18 hole course for a Cup kindly presented by a visitor.

DEFINITION.
An Eclectic Competition is played under stroke conditions. The Competitors play any number of rounds over a given period, and the eclectic score is the choice score of each hole in all the rounds.

Competitors will return their cards, and the best score each player has achieved at each of the 18 holes will be selected, the lowest aggregate winning the Cup.

A charge of 50 cents per card will be made, the proceeds to be given to W. S. CHARITY.
T. W. HILL,
Acting Hon. Secretary.
Hongkong, 31st January, 1916. [224]

REMOVAL NOTICE.

WE have This Day REMOVED our Offices to Third Floor, QUEEN'S BUILDINGS (late premises of the Union Insurance Society of Canton, Ltd.)
THORSEN & Co.
Hongkong, 31st January, 1916. [223]

URBAINE OF PARIS (FIRE INSURANCE CO.)

WE beg to inform that the Power of Attorney from the Fire Insurance Co. URBAINE OF PARIS given to Messrs. MACLEWEN, FRICKEL & Co. is cancelled and the Agency of the Company is transferred to P. A. LAPOQUE & Co.

B. P. MARTELET,
Inspecteur de la Cie d'Assurance contre l'Incendie L'URBAINE de PARIS
Hongkong, 26th January, 1916.

NOTICE.

WE have taken over the Agency of the above Company formerly held by Messrs. MACLEWEN, FRICKEL & Co., and are prepared to Accept Risks from this date.
P. A. LAPOQUE & Co.,
4, Queen's Building.
Tel. 350,
Hongkong, 26th January, 1916. [213]

8% MILITARY LOAN.

PAYMENT OF EIGHTH COUPON.

NOTICE IS HEREBY GIVEN to the Public that the following arrangements have been made for the PAYMENT of the 8th COUPON of the 8% MILITARY LOAN BONDS due on the 2nd February of this year:—

Coupons in Singapore, Batavia and Philippine Islands will be paid by the Branches of the HONGKONG AND SHANGHAI BANKING CORPORATION at those places. The BANK OF CHINA will transfer funds for payment of coupons of bonds sold through the Chung Hua Guild of Cuba, the Consulate-General of Yokohama and the Batavia Soc Po Sah. The Min Kuo Bank of Kiangsi will pay the coupons of bonds sold by the Kiangsi authorities. In Hankow, Foochow and Peking, the Offices of Bank of China will act as Paying Agents. The Statement of the Bond Numbers and Denominations of Interest-Bearing Bonds as Approved by the Ministry of Finance is now being published in the Government Gazette.

MINISTRY OF FINANCE. [218]

VICTORIA RECREATION CLUB.

BOXING

SUBJECT to sufficient entries being received an AMATEUR BOXING COMPETITION open to Hongkong will be held in the Gymnasium of the V.R.C. on FRIDAY, February 26th.

CONDITIONS:
(a) 3 two minute rounds and if undecided an extra round of one minute.
(b) In 3 weights: 118 lbs, 133 lbs, and 146 lbs.
(c) Competitors weigh in at V.R.C. on night of February 24th.

Entries stating weight to be addressed to I. DEAKIN, Esq., care of V.R.C., before February 16th. No Entrance Fee.
No Competition if less than 18 entries.
The Committee reserve the right to refuse entries.
Hongkong, 22nd January, 1916. [195]

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHAREHOLDERS desirous of making inquiries in respect of the DEBENTURE ISSUE should apply to the Company's Office in Hongkong.

All applications for Debentures must be sent in before the 26th February, 1916. Forms may be had on application.
R. M. DYER,
Chief Manager.
Hongkong, 31st December, 1915. [118]

INTIMATION



ROBT. PORTER & CO.'S

CELEBRATED

BULL DOG

BRAND

LIGHT ALE

IN PINTS AND SPLITS.

Very light, extremely palatable

and refreshing. Brewed from the

finest English malt and hops.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

WINE & SPIRIT MERCHANTS.

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C.
LONDON OFFICE: 151, FLEET STREET, E.C.

The Daily Press.

HONGKONG 2ND FEBRUARY, 1916.

CHINA'S INLAND WATERWAYS.

The Presidential address recently delivered by the Engineer-in-Chief of the Whampoo Conservancy Board before the Engineering Society of China emphasises the great importance of the inland waterways of China. We may expect that many improvements in the rivers will take place as a natural consequence of the work of Conservancy Boards. An example of the resultant benefits to shipping is afforded by the river which connects Tientsin with the sea, and to this cause is due, in no small measure, the phenomenal growth of the northern port. It costs money to make such rivers navigable for large steamers, but the expenditure is quickly repaid. In this particular case, the money was provided by the shipping firms. It is a debatable subject as to how the necessary funds for such works should be raised. In broad general terms it seems advisable for the State to control all methods of communication, because there are not only commercial but political and strategic advantages resulting from their development. In the case of China, the State has assumed this position in connection with railways, and it might with equal reason undertake the development of inland waterways. The President of the Engineering Society of China sums up the present situation by saying that the present state of her navigable inland waterways is not at all creditable to China. "Chaos and neglect are supreme everywhere. The only light spots in the picture are the places where the Maritime Customs have succeeded in reforming and improving things." In other words, we see that, up to the present, the Government of China has done practically nothing to develop the remarkable transport facilities offered by the inland waterways of the country. Wherever there has been any improvement the initiative has been taken by Europeans.

At present the pernicious *likin* system is applied to all waterways. Unfortunately, there are so many vested interests concerned with the maintenance of this method of robbing the trader and defrauding the Central Government that it is almost Utopian to hope for its complete abolition by a stroke of the Ruler's pen. A reasonable and equitable toll system, or some well-administered department for collecting fixed canal dues, would furnish ample funds for keeping in order the inland waterways. The unbiased onlooker reluctantly comes to the conclusion that the only way to improve the canals of China is to follow the example of the Maritime Customs and the Salt Gabelle and place them under European supervision. When one considers the technical difficulties of the subject it is still more evident that experts with experience in other parts of the world are necessary. During the last two decades there has been great activity, not only in Europe but also in America, in connection with the cutting of canals and the improvement of the rivers so as to facilitate navigation. We have an unpleasant reminder always before us of the political advantages resulting from such expenditure of money and energy. For, by what is now recognised as an unfortunate political blunder, Germany was allowed to control the Kiel Canal. When the war is over we may be sure that the commerce of all nations will be permitted free access to this waterway. Other examples of the advantages of such waterways and the difficulties of their construction are afforded by the Suez and Panama Canals. The great possibilities of the mineral and agricultural wealth of China, which form only a part of the remarkable natural resources of the country, has so impressed European experts that they have for long emphasized the advantages of twentieth century methods of transportation. At present there is far more traffic on the rivers and canals of China than on the railways. In the past, when the Grand Canal was built there was really a great development and, as compared with other parts of the world, China was making excellent use of these waterways. Though, unfortunately, neglected for centuries, they still perform a most useful function in connection with the trade of the country.

Mr. VON HEIDENSTAM pleads for the systematic collection of data for the harmonious development of transport communications. He says that the great obstacle in the way of canal improvements, just now, is the difficulty of obtaining the capital required and of showing a direct profit upon it, but he believes that there would be no difficulty in farming out waterways to a transport company. Possibly he has had experience in such matters in Holland, where the canals have been instrumental in adding to the wealth of the country. We venture to suggest that some arrangement, such as that which obtains with the Kailan Mining Administration, might be attempted for the canals in China. The Chinese themselves should be enabled to profit financially by such schemes. Nothing will make them so eager for extensions as the proof that such extensions benefit their own individual pockets. Those who have studied such problems know that much which has been done in the past by the Chinese would, if put in proper order, be of great service to the country. The present policy, however, is all rail and no water development.

In the accounts which have so far reached us, there was nothing in the address about the great advantages of conservancy works in preventing flood and famine. In this part of China we have become painfully aware of such disasters, the real cure for which lies not in the raising of funds for the temporary relief of the sufferers, but in the improvement of the waterways. Doubtless we shall learn more about that aspect of the question from the experts. We may hope that, even if it is impossible at present to raise the funds necessary for the work, the plans, at least, will be completed. We cannot commend too highly such addresses as that delivered by Mr. VON HEIDENSTAM, because they have an educational effect. It is to be hoped that the native as well as the European Press in the Far East will devote space and attention to such topics. If the matter of communications and similar pressing subjects is kept in the mind of the public, it is reasonable to believe that improvements will take place more rapidly than if such topics are ignored. For that reason we congratulate the new President upon the clear and concise manner in which he has expressed his views upon a subject of great importance to China. If Europeans would impress upon their Chinese friends the imperative need of improving transport facilities in China, they also would be doing a good service to the country with whose welfare their interests are so closely identified.

Mails for Europe *via* Siberia close to-day at 10.30 a.m. and 3 p.m.

The Hon. Sir Evelyn Ellis has announced that in April he will be leaving Singapore permanently.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks a donation to the funds of the Hospital of \$130 from the Boarding House Keepers' Guild.

Thirteen of the S.V.I. Chinese Company have offered themselves for active service, says a Singapore contemporary, and their commanding officer has undertaken to transmit their request to His Excellency, the General Officer Commanding.

The Hongkong Canton and Macao Steamboat Co. announce that to-morrow (New Year's Day) there will be no steamer to Macao at 8 a.m. or from Macao at 2 p.m., and on Friday, the 4th, there will be no steamer from Macao at 7.30 a.m. or to Macao at 2 p.m. The steamers on the Hongkong, Canton line, however, will run as usual.

A European who was charged at the Magistracy yesterday with being drunk and disorderly in Tai Wong Lang, said he had come off second relief at Belchers and was walking down the street when he saw three Portuguese men. One of them used threatening language and they then attacked him. He defended himself. Defendant was discharged with a caution.

A Shanghai man named Robert Hinton, who was passing through Hongkong, was making purchases at Chinese stalls in Jervois Street when he felt something drawn from his pocket. He found his watch had been extracted, and saw a Chinese running away. He was at the time carrying two washing basins, and a dozen cups and saucers and he dropped these and chased the thief, but failed to catch him. A ship's officer seized the man, however, and he was handed over to the police. At the Magistracy yesterday the man was sent to prison for six months.

A CHINESE ESTATE.

ACTION IN SUPREME COURT.

At the Supreme Court yesterday the action was commenced in which Wing Soi Ying and another (plaintiffs) claimed from Mui Chan Shi (defendant) the sum of \$4,104.10, being the amount of principal (\$3,000) and interest due to the Wong Wei Kee firm from the estate of Mui Nai Chun, of which the defendant was administratrix. Mr. Eldon Potter (instructed by Mr. Agassiz) was for plaintiff, and Mr. F. C. Jenkin (instructed by Mr. Davidson) represented defendant. Mr. Potter mentioned that among the defences raised was that the deceased never borrowed \$3,000, that he did not sign a borrowing note, that the claim was barred by the Statute of Limitations, that the executrix had administered the whole of the estate and, therefore, was not liable. There were a few properties remaining, but the defence stated that these were practically useless. He (Mr. Potter) hoped to satisfy his lordship that the lady possessed other properties. Counsel added that the man died twelve days after he borrowed the \$3,000, so that he did not live long enough to enjoy the money.

The hearing, which occupied the whole day, was adjourned.

RECKLESS CYCLE RIDING IN KOWLOON.

CHILDREN THROWN FROM RICSHA.

A Chinese cyclist was riding down Nathan Road, Kowloon, on the wrong side of the road at a reckless pace when he approached a ricksha containing three children. The coolie pulling the vehicle apprehended the danger and dropped the shafts in alarm, the children being thrown out. The cyclist was unable to negotiate the obstacle, and collided with the ricksha. At the Magistracy yesterday the cyclist was summoned for furious riding. A schoolboy named Albert George Martin said he was in the ricksha, with two other children, when defendant came towards them quickly. The machine ran into the ricksha and swung it round.

Sergeant Caygill told the Magistrate that the cyclist was in the habit of getting a spurt on at this particular point in order to carry them up the hill more easily.

Defendant was fined \$25 and ordered to pay \$5 doctor's fee for one of the children who was injured.

Among the latest treasures to be added to Princess Mary's already wonderful collection of war souvenirs is an Austrian officer's "beauty case," with mirror, rouge, brilliants, and manicure powder.

NAPIER JOHNSTONE'S
"SQUARE" BOTTLE
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
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SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

Over 80 years ago the late Lord Bunsford testified to the benefits derived from H.M.ROD'S CURE, and every post brings similar letters to-day.

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FAMED FOR 40 YEARS.
Sold in tins by all Chemists and Stores throughout the Country.
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APIOLINE
(CHAPOTEAU)
For functional troubles, delay, pain and those irregularities peculiar to the sex.
Prescribed by the highest French Medical authorities and superior to Tonic, steel Drops and Penny royal.
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THE NEW FRENCH REMEDY
THERAPION No. 1
GUARANTEED WITHOUT INJECTION.
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CURES BLEEDY PAIN, BADLY-BLEEDING.
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CURES ALL KINDS OF GONORRHOEA.
SOLD BY ALL DRUGGISTS. PRICE IN ENGLAND, 2/6.
SOLE IMPORTERS: LITTLE & LITTLE, 10, LITTLE STREET, LONDON, W.C.2.
FOR YOUR PROTECTION, THE NAME "THERAPION" IS PRINTED ON THE WRAPPING AND ON THE BOTTLE.

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IT MUST BE BOVRIL

BRITISH TO THE BACKBONE

Mental and Physical Fatigue.
When brain or body is weary the digestive powers are weakened and distaste for ordinary food is often experienced. Under such circumstances the "Allenburys" Diet is especially valuable. It is pleasant to take, easily digested and assimilated and speedily restorative. Thus it helps the system to recover tone and vigour. The "Allenburys" DIET is prepared from pure rich milk and whole wheat—the two vital food elements—combined in partially pre-digested form.

Made in a minute—Add boiling water only.

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The Allenburys' DIET
A food for Adults and quite distinct from the well-known Allenburys' Foods for Infants.

WEATHER REPORT.

On the 1st at 11.58 a.m.—The anticyclone is now central to the north of the Yangtze Valley, H.K. 11.58.
Pressure has increased moderately over Japan. The gradient between China and Hokkaido is shallow in consequence.
Pressure has decreased slightly over Tongking, but is nearly stationary over Hongkong and Waihaiwei and over the Philippines.
A shallow depression lies over the Sulu Sea. The V-shaped depression has passed into the Pacific.
Moderate to fresh monsoon may be expected along the east coast of China, and over the N. China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.
The forecast for the 24 hours ending at noon to-day is as follows:—

CHINA COAST METEOROLOGICAL REGISTER.
1st FEBRUARY A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Force.	Weather.
Vladivostok.	6 a.	30.16	—	—	—	—	—
Nemuro.	6 a.	30.17	—	—	—	—	—
Bakodate.	6 a.	30.17	—	—	—	—	—
Tokio.	6 a.	30.17	—	—	—	—	—
Kobe.	6 a.	30.09	—	—	—	—	—
Nagasaki.	6 a.	30.10	—	—	—	—	—
Kagoshima.	6 a.	30.10	—	—	—	—	—
Osaka.	6 a.	30.01	—	—	—	—	—
Naha.	6 a.	29.97	—	—	—	—	—
Ishigaki.	6 a.	29.97	—	—	—	—	—
Bonin Is.	6 a.	—	—	—	—	—	—
Chefoo.	6 a.	30.26	32	78	N	4	b
Waihaiwei.	6 a.	30.26	32	78	N	4	b
Hankow.	6 a.	30.32	41	92	NW	1	b
Lohang.	6 a.	30.32	41	92	NW	1	b
Changhai.	6 a.	30.34	34	100	N	1	b
Shanghai.	6 a.	30.34	34	100	N	1	b
Gutai.	6 a.	30.31	38	98	WNW	2	b
Sharp Peak.	6 a.	30.18	52	88	WNW	2	b
Amoy.	6 a.	30.01	52	88	WNW	2	b
Swatow.	6 a.	30.00	56	87	NW	1	b
Taiho.	6 a.	30.00	57	98	NW	1	b
Taihu.	6 a.	29.97	54	—	—	—	—
Taiwan.	6 a.	29.92	57	—	—	—	—
Koahun.	6 a.	29.89	64	—	—	—	—
Pescadore.	6 a.	30.04	51	93	NW	2	b
Canton.	6 a.	30.03	57	70	NW	2	b
Hongkong.	6 a.	30.01	59	93	NW	2	b
Gap Peak.	6 a.	30.01	59	93	NW	2	b
Macao.	6 a.	30.01	59	93	NW	2	b
Wuchow.	6 a.	29.99	59	83	SW	2	b
Hakow.	6 a.	29.99	59	83	SW	2	b
Pakhoi.	6 a.	29.92	64	—	—	—	—
Tourane.	6 a.	29.82	68	—	—	—	—
Cape St. James.	6 a.	29.81	72	34	NE	4	c
Apur.	6 a.	29.79	72	34	NE	4	c
Dagupan.	6 a.	29.72	76	96	NE	1	c
Manila.	6 a.	29.72	76	96	NE	1	c
Legaspi.	6 a.	29.72	76	96	NE	1	c
Talaban.	6 a.	29.72	76	96	NE	1	c
Iloilo.	6 a.	29.72	76	96	NE	1	c
Surigao.	6 a.	29.72	76	96	NE	1	c
Labuan.	6 a.	29.70	76	90	SW	4	c

T. F. CLIXTON, Director.

1. BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF SKY, in blue sky, a detached cloud, a drifting rain, fog, or gloom, a haze, lightning, or overcast, partial showers, a squall, rain, snow, sleet, or visibility, with (with) rain in inches, tenths and hundredths.

"NOTHING NEW."

WHEN OUR FOREFATHERS WENT SUBMARINING.

There is nothing strictly original about the German campaign of underwater piracy. Our forefathers tried it with more or less success—generally less—and on distinctly more honourable lines. They only used submarines against warships, or rather they tried to, for usually they drowned themselves in the attempt. At the siege of Troy a wooden submarine was requisitioned which, according to its sanguine inventor, was going to "suck" everything inimical on the face of the waters. It proved so rank a failure, however, that the unlucky inventor only occupied the summary vengeance of his masters by going down in his ship one day and never coming up again.

A naval designer in the sixteenth century built a startlingly new craft which he modestly termed a machine ship. It was really a submarine, and decidedly ingenious at that. It held only one man and he could stay under water for thirty minutes, while, by just touching the surface he obtained a fresh supply of air. The simple pressure of a foot admitted a sufficiency of sea water to sink the boat and a few pulls at a brass force pump ejected the water, whereupon she rose. This wonder-ship was fitted with a gauge for showing water pressure, a phosphorus lamp, a rudder, and a screw-shaped ear for propelling. One man attended to all these departments and, in addition, he had to unship the clockwork torpedos when the right time came; in other words, when the right time appears to have come but seldom, and, fortunately, too, as few warships can continue gunpowder has been exploded under them.

A century later, when Britain was at war with America, an American inventor brought out an improved submarine, with which he modestly offered to clear the waters of all British warships. But when it came to the crucial moment he passed the job on to an American sergeant named Lee, who was eager to blow up a few ships for the pure love of the thing. He tried his "prentice hand" on H.M.S. *Agate*, but, owing to the strong tide, failed to get near her. On a second try, the clockwork torpedo went off too soon, and gave the British sailors the surprise of their lives, for why a huge column of water should suddenly tower fifty feet above their ship's stern they had no the remotest idea. Not to be fooled, the indomitable sergeant made a torpedo, which had declined to go off, was picked up by a boatload of Jack Tars, who were busy investigating their curious find when it blew men and boat to smithereens.

The most promising submarine of former days appear to be those which never got beyond the designing stage. Thus the Marquis of Worcester in 1655 planned a submarine boat and torpedo of such amazing powers (on paper) that he resolved not to proceed further with them. Another inventor long afterwards took up a patent for a submarine, for which he claimed "legitimate" recognition, but to this day nothing further has been heard of the vessel.

OVERWEENING RACE-PIDE OF THE GERMAN.

At the last of the series of meetings of the "Fight for Right Society," Sir Francis Young, the president, Mr. John Buchanan and the purpose of Germany was clear. In the first month of the war, when she believed that a swift victory was certain, she made no secret of her ambitions; after the battle of the Marne she changed her tune, and became the grievous nation. The ruling classes have prepared the war as one of conquest. They stood for something more, and even worse, than militarism. They had conceived themselves that there were no deities in civilisation, and that there was a only true brand. So they set out, not only to conquer, but to obliterate all ideals and impose their own gigantic, mad dogma on the rest of the world. The besetting sin of the modern German was overweening race-pride. Of course, race-pride was no new thing; all nations possessed it in more or less degree; in Germany it was allied to a gross materialism.

Turning to England, Mr. Buchanan said we talked too much of our rights, a too little of our duties. It was the claim of the "fight-for-right" movement help the British people to search their own hearts, so that they might defend their own traditions, and that of other nations in a pure spirit. We were fighting not only against wrong but for right. The happy warrior had much to learn much to hate. The war had with the British Empire and the French Republic conscious of their great heritage, had set before those nations a clear picture of liberty and the things of the spirit.

King Ferdinand of Bulgaria has distributed fifty golden nails to be hanged into the wooden statue of Hindenburg at Berlin.

WAR-NEWS.

MILK SOLD AT 2.35 A POUND.

Owing to the scarcity of fresh milk in Germany it is now being sold, chiefly in condensed form, at 2 marks 25 pfennigs (2s. 3d.) per pound.

HUNGARY'S BREAD TICKETS.

On February 10 bread tickets will be introduced throughout Hungary, giving the right to 240 grammes (about half a pound) daily for each person.

NEW FOOD FOR GERMANS.

According to reports from Berlin, over 100,000 reindeer will be slaughtered for export in Scandinavia this month. Several trainloads have already been sent to Germany.

BUTTER REGULATIONS FAIL.

The new butter regulations have completely failed in Berlin. A uniform arrangement for the distribution of butter throughout the whole Empire is suggested. Potato tickets have been introduced in Trieste.

GERMAN REVOLUTIONARIES.

The Swiss Socialist newspaper *Berner Tagwacht* publishes a long communication from Berlin to the effect that working classes throughout Germany are deserting the official party for a revolutionary Socialist movement.

IMPRISONED FOR A KINDNESS.

For giving an English prisoner of war cigarettes, a newspaper and some clothing, a German woman near Frankfurt was sentenced to a month's imprisonment. The prosecuting lawyer asked for a light penalty, "as the woman acted from no dishonest motives."

AUSTRIAN HUMOUR.

A message from Zurich to the *Secolo* states that the *Reichspost* publishes a Note of an exceptionally humorous character. The Note in question is to the effect that owing to the high price of paper they will discontinue the publication of the lists of Austrian casualties.

GERMAN DESERTERS ESCAPE IN AN AEROPLANE.

According to the *Echo de Paris*, two German deserters arrived at Aardenburg in an aeroplane. They were a Lieutenant and a private.

The aeroplane passed over the frontier at a height of ten metres. Both men were sent to Flushing later to be interned.

"ANZAO."

SUGGESTED NAME FOR AUSTRALIA'S NEW CAPITAL.

Sir H. L. Gairney, the Governor of New South Wales, would probably be the greatest name in Australian history, and he thought the suggestion that the name of the Federal Capital should be altered to "Anzae" was a great idea.

PRESS ROLL OF HONOUR.

55 JOURNALISTS KILLED IN THE WAR.

The official organ of the Institute of Journalists publishes a roll of honour showing that 1,468 journalists are on active service, including sixty-five from Overseas. Fifty-five have been killed, seventy-one wounded, and eleven reported missing. Ten have been decorated for gallantry. Many women journalists are serving with the Red Cross. It is hoped to publish a complete roll of journalists with the Colours at the end of the war.

RUSSIA'S NEW SEA ROUTE.

TRAFFIC WITH ENGLAND ALL THE YEAR ROUND.

A new route for steamers has been established between Tromsø to the north of Norway, and Alexandrovsk, in Russia. The Norwegian steamer *Kong Haakon* has made the voyage under very favourable conditions. The cargo was made up of American and English machinery for Russia.

This new route will be of great importance for Russia, for that way it will be possible to import from England during the whole year.

GERMAN PEACE PAMPHLETS FROM THE AIR.

The *Gazette de Lausanne* learns from an absolutely sure source that some days past the German aviators have been throwing proclamations into the French lines in which it is announced:—

"We will give back Belgium to the Belgians; we will give back to France the invaded departments, and even a part of Alsace. Why will you continue the war?" The journal adds that the German airmen would not throw such proclamations unless they had special orders to do so. Germany desires evidently to secure herself on the West by special concessions in order to obtain a free hand in the Near East.

FROM CAPTAIN TO GENERAL IN THREE MONTHS.

Following General Joffre's example, Lord Kitchener is now promoting young men to be generals. Brigadier-General L. A. E. Price-Davies, V.C., D.S.O., of the 60th Rifles, who was gazetted recently to the command of a brigade, being only thirty-seven years of age. General Price-Davies has already had a distinguished military career, having won both the Victoria Cross and D.S.O. for his service in South Africa, but owing to long regimental system of promotion he remained a captain till September 1st last, when he was promoted major under the fifteen-year rule. From captain to general, however, is not a bad rise in three months.—*Truth*.

NEW BOOKS.

IN SEARCH OF A LOST FAITH.

Jerusalem. By PIERRE LOTI. Translated from the French by W. E. Baines. Seven Coloured Illustrations. London: T. Werner Laurie, Ltd.
"There is nothing in the world which can fill the place of Christ when once we have lived by Him." This is the conclusion arrived at by Pierre Loti after a vain quest in Jerusalem for the faith that was once his.

The great French stylist is well fitted by temperament to paint an impressionistic picture of Jerusalem. He went there as a frank unbeliever, after having visited other countries and lived amongst Oriental races, confessedly—unless he is assuming a pose, as so many impressionists are fond of doing—to revive his lost faith in the Catholic religion. Cook's tourists and vulgar Germans jar upon his sensitive nature, especially at times when the sight of sacred places touches him most. But what confirms him most of all in his unbelief is the warring sectaries assembled in the Holy City and the ritualism and ostentatious display of rich votive offerings and doubtful relics by the various representative Christian Churches.

In what a strange fashion have the Catholics and members of the Orthodox religion interpreted the lesson of simplicity that Jesus came to give the world! To be sure, they are interesting, these prelates; their ceremonies, their ornaments and treasures make live again the days of blind and all-compelling faith. But then we all know that this past of pompous religion existed, and as a matter of fact it proves nothing; its reconstitution can only serve as a vain exercise of the imagination. Behind this conventional Christ, who is shown here to everybody behind this Christ aureoled with gold and precious stones and strangely belittled by having passed during the centuries through so many human brains, the true figure of Christ is now more hidden from my eyes than ever," he exclaims. "In the first impressive hour of our arrival at Bethlehem and at the Holy Sepulchre, under the mere influence of their magic names, there came to pass in me almost a reawakening of the faith of our ancestors. Afterwards, in the melancholy courtyard, and in the exhausted lines of the Herodian roads, a reflection of Him again appeared to me, but tinged with something already more terrestrial, scarcely divine and scarcely comforting. And now it is all over. To-day, returning to Jerusalem after these three days of absence, I saw again coldly the place of the Great Remembrance—and my visit to the Treasury of the Franciscans, I am not able to explain why, has completed the freezing of my heart."

But, after all, one does not go to Pierre Loti for the study of religion. Though we have quoted his "Jerusalem" as a thesis on Christianity, it is an impression, in his own inimitable style, of a country, and a city that will always have a more or less sacred interest to the human race. Never have we visualized so vividly the Palestine of the present day, from Gaza to the banks of the Jordan and the shore of the Dead Sea. With deft touches he brings before us the countryside, with that wealth of He makes us thrill with the glimpses he gives of places hallowed by the most sacred of memories. We see the processions of Russian peasants, we see the flocks of sheep and herds of goats on the mountain side, we listen to the galloping Arabs and Bedouins whom he meets in his pilgrimage, we smell the incense on the altars and sense the atmosphere of the churches and synagogues and mosques brought together in such strange juxtaposition. Here, we have brought to our mind's eye the Jerusalem of the day before yesterday; and it is not Loti's fault if he makes us marvel at some of the extravagances that have arisen round the name of the Founder of Christianity.

His book on Jerusalem is something more than a mere book of travel, but its chief charm lies in the very things that have established Pierre Loti as one of the best of living writers.

DO YOU BELIEVE IN GHOSTS?

The *Grey Ghost Book*. By JESSIE ADELAIDE MIDDLETON.

Another *Grey Ghost Book*. By JESSIE ADELAIDE MIDDLETON. London: Eyre & Spottiswoode.

Those of us who have had no experience of the supernatural are always ready to scoff at tales of ghosts. But after reading Miss (or Mrs.) Middleton's two fascinating collections of "psychic phenomena" we are willing to admit the possibility of there being more things in heaven and earth than are dreamt of in our philosophy. Some ghost stories we may doubt to the end of all time, but the names of the people given in these two volumes are such that we cannot dismiss offhand the experience they relate at first hand. On another occasion, for instance, we have referred to "The Wyndward Ghost Story," told in the second of these volumes, surely one of the best authenticated stories of a ghostly visitation. The chief actors in it were officers in the British Army, one of whom, Sir John Sherbrooke, was Governor of Canada in 1816-1818. The incident occurred while the 23rd (Wellington's) Regiment was stationed in Nova Scotia in 1784.

There are several versions of the appearance of the wealth of the brother of one of the officers, but they all agree fairly closely on the main facts, and one must needs be a chronic doubter to throw over lightly the evidence adduced by our painstaking authors.

Another well-authenticated case is that of "The Murderous Monk," given in the first volume. It is told of a haunted mansion in Wessex, the main facts being given by Mr. Clifton Walker, L.D.S. M.B. In this instance, the apparition was photographed. Perhaps the case for ghost-seers is best put by the late Mr. Andrew Lang, himself "a hater of shams and a rank enemy of charlatanisms." In his well-known essay on the Cock Lane Ghost, he wrote: "I must say that the candid reader understands my position. I do not say that anyone in London or anywhere else ever saw the soul or spirit of a dead human being, but that many people have had the experience of supposing themselves to see persons certainly dead, or persons who, by their costumes, indicated that they were not of our world." Readers who like to investigate the occult will find in these two volumes plenty of material with which to feed their imaginations.

AUSTRALIANS LOOK AHEAD.

TO BE PREPARED FOR ANOTHER WAR.

FUTURE OF THE PACIFIC.

Particulars are now to hand concerning the launching in the middle of November of the Australian cruiser *Adriatic*, the first cruiser to be built practically entirely by any of the Overseas Dominions and the largest ship of any type yet set afloat under the British flag in the Southern Hemisphere.

Some notable speeches were delivered on the occasion of the launch. The *Adriatic* was named by Mrs. Andrew Fisher, who is a Queensland woman.

Mr. Hughes, the Federal Attorney-General (now Premier), in the course of some striking remarks, said: "The blindness of men must see that it is in the Pacific that the great problems of the future will have to be faced. There has already, one might say, been a knocking at the door, and none but the incurably and hopelessly blind can surely fail to see, though dimly, the problems that lie ahead. We all hope that this present great war will be the last, but it may not be the last, and if we know anything of human nature, it will not be the last. That is the only safeguard. I hope we shall live to see the Pacific Ocean, and the New Zealand ships. The lesson for us is this:—

"There can be no salvation for civilisation except by preparation and readiness. We cannot do better than to take the advice of Cromwell to heart. Let us put our trust in God, but keep our powder dry."

Mr. Jensen, the Naval Minister, replying to the toast of the Australian Navy, said he was about to take steps to send several Australian marine engineers to England to study the construction of submarines, with a view to the ultimate construction of craft of that type in the Commonwealth.

There was laughter, and also some applause, when the Hon. Mr. Joseph Cook, in the course of a speech, jocularly invited Mr. Fisher to say where the Australian Navy at present was. Mr. Fisher promptly replied: "Where it ought to be!"

SHAKE OFF THE CLUTCH OF THOUGHTLESSNESS, THE GREATEST ENEMY TO THE PEACE OF MAN.

You can do it. As evidences of this you have but to consider any one of the thousands of cases that have been effected by the use of

LITTLE'S ORIENTAL BALM

Many of those cured were told by their physicians that there was no hope. They had resigned themselves to lives of racking torture—pained hours of woe and misery. They had not thought relief possible. Then they heard of LITTLE'S ORIENTAL BALM. With every application their pain grew less, their swellings went down, their joints straightened out—they were free—free as you can be.

Sold at 1s. 4d. per bottle. Agents for Hongkong, Messrs. A. S. Watson & Co., Ltd.

[80-12]

Poland.—With Maps. By W. ALISON PHILLIPS, M.A.

Political Thought in England: The Utilitarians from Bentham to J. S. Mill. By WILLIAM L. DAVISON, M.A., LL.D. London: Williams & Norgate.

Of these two small volumes, belonging to the Home University Library of Modern Knowledge, the first may almost be said to be topical. Poland has always had a deep interest for the British people, and, as Mr. Phillips says, recent events have deepened the sympathy that is felt for the unhappy Polish people. "Three times the tale of woe-terrible in its devastation beyond all human experience, has swept backwards and forwards over that devoted land. Once more it must return, if the stricken country is at last to find peace and a reasonable measure of contentment."

Mr. Phillips takes as out of the map of Europe as seen to-day, and shows the vast extent of territory once covered by Poland. He traces the origins of the Polish people, enlightens us as to the divergent forces that led to their disruption, and informs us of the events that brought about the partition of their territories by Russia, Prussia and Austria. The last chapter deals with the Poles and the present war, and Mr. Phillips arrives at the conclusion that Poland must be freed from the grip of "the mailed fist." Indeed, he believes that upon the fate of Poland depends the fate of Europe, and that for Russia's Allies the liberation of Poland from the German hosts is an object as important as for Russia herself.

Dr. Davidson has a beautiful clearness of style that makes his historic-political treatises easy to be understood. Besides his analyses of the writings of the various Utilitarians, he presents us with biographical sketches of them which help us to grasp the more readily the trend of their teaching. Bentham, James Mill, John Stuart Mill, George Grote, John Austin and Alexander Bain are all dealt with, though most space is devoted to the three first-named. As the Utilitarians had a great influence upon the political life of their own times, and much to do with the shaping of the political ideals of our own age, no one who wishes to take an active interest in political affairs to-day, with a view to the advancement of their writings, can afford to forego a study of such a course of study. As he says of the Utilitarians: "Progress was their watchword, and their enthusiasm for liberty and the public good supplied the driving power. That is what the present time inherits from them. They supplied to the world no complete philosophical system, but certain well-defined principles that have stood the test of results, and that still allow of indefinite beneficent application. In their eagerness for reform, they were often too critical and too merciless in their wish to destroy, without sufficiently appreciating the value of opinions, customs and institutions that were marked out for destruction. They had their defects, and their failures, but their face was ever towards the future."

OUR SURE SHIELD.

MR. BALFOUR ON THE NAVY.

"BRITAIN PREPARED."

It was a pleasant sight to see the name of "The Right Hon. A. J. Balfour" put up as the 51st "turn" at the Empire Theatre one afternoon last month—says *The Times*—and enthusiastic cheers arose as the First Lord of the Admiralty was "discovered" in a grove of palms. A large audience, which had assembled to view the cinematograph films entitled "Britain Prepared," which have been taken with the permission and co-operation of the War Office and Admiralty, listened to his description of what the work of the Navy means for the future of mankind.

Mr. Balfour, who spoke just before the naval part of the film was shown, said:—"Though I appear on this to me rather unaccustomed theatre of operations (laughter), it is because in my judgment the spectacle you have already witnessed and I think even more the spectacle you are about to witness is something much more than an afternoon's amusement for idle folk. The wonderful photographs that you have seen and those that you are about to see, marvellous as examples of the photographer's art, are big with lessons of the deepest import to us and to the world. (Cheers.)"

THE NAVY AND MILITARY SUCCESS.

You have already seen the training of the Armies which Great Britain and the Empire are in process of creating in support of our Allies on the Continent. You are about to see photographs of a portion of the Fleet on which, as I think, the success of the land operations ultimately depends. (Cheers.) It is unfortunately impossible even for the most modern forms of photographic art to represent to us the great battles that have actually taken place. What would we not have given for a permanent record of the great deeds done by our Army in Flanders, or of such marvels of heroism as the Australians and New Zealanders have performed as Anneke! (Cheers.) Unfortunately that is impossible, and so far as the Army is concerned it is rather their training for war than their operations in war that it is possible to represent.

The portion of the Grand Fleet which you are about to see is actually engaged in a great operation of war. On it, as you will see it represented to the left by the whole of the operations carried out by the Allies from Archangel in the north far round to the Persian Gulf, because were the British Fleet removed, the Allied Nations who are now banded together against the tyranny of the Central Powers would have no means of intercommunication. They would be cut off from the outer world; they would be cut off from each other. The means of communication between the far-distant operations of this unexampled war are protected by the Navy and are provided by the Navy. What a wonderful system of internal communications does, for Germany and Austria, the Navies of the Allies, and we may say without undue self-laudation in the first instance the British Navy, do for the Entente Powers. I doubt whether in our ordinary moments we conceive the magnitude of the task which is thrown upon the British Navy and which so far the British Navy has triumphantly accomplished. (Cheers.)

OUR DEBT TO THE GRAND FLEET.

The Grand Fleet, which as a Grand Fleet has never yet had the opportunity of being in action, nevertheless has, from hour to hour and day to day through all the months of this war, been the foundation on which everything else has rested. But for the Grand Fleet you could not have driven the enemy's commerce from the seas, you could not now be strangling her economic position, you could not now be transferring your troops freely backwards and forwards from Great Britain to France, from Canada to Britain, from Australia to Egypt; you could not now be carrying on military operations thousands of miles from our shores, absolutely secure from every species of attack by any vessel other than the submarine.

That you owe to the Grand Fleet, and it is not all that you owe to it. You owe it that we can freely import what we require from abroad and freely export what we produce at home. Our economic stability, not less than our military operations, depends upon the British Fleet, as the rest of the British Fleet depends for its very existence, its power, its utility upon the Grand Fleet, a portion of which you will be privileged in a few moments to see represented before you. Mark it well, silent though it may be, not engaged in actions of romantic heroism such as those which have been performed by our submarines in the Sea of Marmora or the Baltic, nevertheless it is at this moment performing not for Britain alone, nor yet for Britain's Allies alone, but for the whole world, a most important part in the drama now being played out for the freedom of the world. (Cheers.)

Every man, woman, and child in this country when they enjoy their daily meal and carry out their ordinary avocations, when they feel that their shores are protected from the brutal attacks of an unscrupulous enemy, should remember that they owe these incomparable blessings to the British Navy and to the Grand Fleet. No more need be said. No greater things, in my judgment, can be said than those which I have truthfully brought before you this afternoon.

"TRUE PERSPECTIVE."

Our imaginations may be somewhat sluggish. We may not easily feel how much we owe to our sailors at this moment. We may find it difficult to realize the lives they lead and the work they do. I am convinced that such representations as you are about to see, which I have done my individual best to further, will do much in this and in other countries to put the great operations of war that are now going on in their true perspective. In that true perspective, the most important place undoubtedly is occupied, and ought to be occupied, by the British Fleet. To us who have always looked on that Fleet from our youth upwards as the protection of our liberties, these lessons may be easy to learn, though I think they have not all been learned even by citizens of this Empire. The world has yet to

THE STRATEGY OF RETREAT.

[BY SIDNEY LOW.]

It is only an army of first-rate quality that can keep its moral in retreat and "come again" with unabated spirit. No troops, not even the Russians, can stand the strain of prolonged retirement better than our own, as the present war has conclusively demonstrated. From the Yser to the Vardar and the Tigris they have exhibited their invincible steadiness and cheerful courage under conditions the most trying that the soldier can encounter. We are full of gratitude to them; but we are growing a little impatient with the policy that has given them so many opportunities of this special kind.

And now British armies are once more engaged in operations with which we have become painfully familiar since August, 1914. They are retreating. In two different quarters they are being "withdrawn to a new line." In plain English they are retreating in order to avoid being captured or destroyed by an enemy by whom they have been outnumbered. That is what they are doing both in Serbia and Mesopotamia.

The war has been largely made up of these strategic retirements. We send an insufficient force somewhere. It finds itself hopelessly blocked either by an overwhelming superiority of the enemy or by the unfavourable conditions of the ground. It fights with splendid valour, wins a brilliant success or two, and then retreats.

That is what has been happening at intervals for sixteen months, at Mons, at Antwerp, in Serbia, in Mesopotamia, in Gallipoli. We opened the war by despatching our two first-line Army Corps to the Belgian frontier. They were sent several days too late; when they arrived they found themselves in presence of two and a half times the number of an enemy better supplied with artillery. By prodigies of valour they extricated themselves and retreated. It was a magnificent retreat, but all the same a disastrous one. It was a blow at the British Regular Army from which it has never recovered. Our only trained force—the finest trained force in the world—lost an excessively large proportion of its officers and men, and much of its war material. Our best fighting machine was put out of gear at the outset. Whether the calamity was inevitable need not now be discussed. At any rate, there is the fact. We opened the war with a retreat, a retreat in which our troops covered themselves with glory and rendered invaluable services to the Allied cause. But it was not a fortunate beginning.

So we went on. We sent a British force to "relieve" Antwerp—too late. When it got there it had nothing to do but to retreat, which it did, leaving its transport and armoured motor-car behind and over two thousand of its men as prisoners in Holland.

Then we tried Gallipoli. We have thrown away a hundred thousand men, with a squadron of ships, and money enough to have paid for a whole campaign in the past.

And now we have the retreats in Serbia and Mesopotamia. In the latter country we were doing well. We had made a steady advance from the coast and won some gratifying successes. Then, for some reason or other, we sent up a force to make a *coup de main* on Baghdad. As usual, it finds itself in presence of a vastly superior force of the enemy. It can only retreat; which it does, losing heavily and giving up much of the ground it had gained.

And what of the terrible Serbian tangle? If the Allies could have despatched 100,000 troops into Macedonia at the beginning of September they could have done great things. They might have kept Bulgaria quiet and enabled the Serbs to throw back the Austro-German invaders. We did not—perhaps we could not—act then. We wait till Mackensen rushes down on Serbia from the north and Ferdinand from the east. The Serbian Army is driven out; the land is conquered; 250,000 Austro-Germans, 300,000 Bulgars join hands, and sweep on towards Greece. Into the very jaws of this advancing host we thrust our few brigades. The inadequate force plunges into the mountains, has a brush or two with the Bulgarian outposts, and then waits to be pounded upon by the converging columns. It can only execute another retreat. In spite of brave fighting and skilful handling it has done, because it could do, nothing; nothing to help the Serbs, to check the enemy, to justify the millions of money it has cost to transport an army to Salonica, and send some portion of it on this abortive expedition beyond the frontier.

Is this strategy? Is it sound policy? Is it common sense. How can we possibly expect to win the war by a series of futile dashes ending in retirement? How can our resources endure this perpetual drain of men and money from which no military result is achieved?

We are raising our total to four millions of men, and by hook or by crook we shall no doubt get them, or most of them. In the early spring we are to have another enormous war loan. How many thousands of the men and how many millions of the money are going to be frittered away on further useless advances, leading to retreats. We talk of a war of attrition; but the attrition will tell upon us more severely than the enemy if this system is to be continued. Surely it is time to frame a definite policy, and to stick to it. Waging war "all over the place" is not the road to victory.

know, and it does not yet know, how much it owes to the British Fleet and how the future is coming at least as much as the gift of the British Navy as it is the splendid valour of the Allied troops, whether British or foreign.

That is the lesson which I desire to inculcate this afternoon, and if what you see after I have left this stage gives you a clear and concrete image of the general and abstract truths which I have to the best of my ability tried to lay before you, I shall feel this entertainment is something more than an entertainment; it is a deep and vital lesson to all who are interested in the future of mankind. (Cheers.)

POLICY AND STRATEGY.

A GERMAN REVIEW OF THE WAR.

The *Frankfurter Zeitung* published on Christmas Day an elaborate article on "Policy and Strategy" since the beginning of the war. It is interesting both as being apparently the first considered review of the campaign in a German newspaper, and in spite of its bombastic tone, on account of many of the arguments and conclusions. The writer says:—

We had to make weighty decisions. When, at the beginning of the war, our armies were thrown against France, they were carrying out a plan of campaign which undoubtedly was based to a very large degree upon political calculations. The panic which broke out in Paris and Paris is for France certainly not only the seat of the Ministries—when our troops crossed the Marne, proves that the idea was good and right. England was then still taking but a small part in the land war. A rupture of the community of interests of our enemies lay within the range of probability. The fact that our intention was not fulfilled—important though the occupation of Belgium and of the provinces in the extreme north of France became for our position—is, of course, no more a criticism of the excellence of the intention than was the failure of the political speculation of the Russians, who fought as they saw fit, a proof of the badness of their plan. In the same way the battles in Flanders are no evidence for or against the idea underlying them, merely because both sides were able to alter but considerably their position in the framework of the whole war.

The front in France became rigid when we moved to the East. Our enemies could not restore motion to it. Our own task meanwhile was elsewhere. When the Russian flood had been dammed, after long and heavy work, the question arose for us—How and when shall we build a bridge to the East? Turkey was fighting as usual; her technical resources were small, and the Entente began the storming of the Dardanelles. The danger existed that the Balkan States, and especially the Rumanians, who were placed in the rear of our extreme right wing, might associate themselves with Italy's declaration of war, and that they might bring the other States also into the war against the Central Powers and Turkey. The political problem was clear, and was appreciated perfectly by the Government of the Empire. The military situation, however, warned us to be economical and to keep our men and our materials together, for the spring was likely to bring new attacks in the West and in the East.

THE ADVANCE AGAINST RUSSIA.

Political considerations in the Balkans were, therefore, postponed and it was decided that the German and Austro-Hungarian Armies should undertake a joint operation against Russia. This operation began with the break through on the Dunajec, and became the greatest campaign of all time. A concentric attack was made upon Poland, and the Russians evacuated the country with only minor losses. The break through on the Dunajec was extremely effective, but it was not the end of the matter. A break through from Courland, into which country Hindenburg had advanced, would no doubt have led to the same result, but our decisive consideration may well have been that the campaign in the form in which it was undertaken concentrated great masses of troops on the right wing of the Allies—the wing which lay closest to the Balkan Peninsula. Prudential considerations of this kind, or even demonstrations, have, as we know, on many occasions, in this war produced conspicuous effects. The glorious victories by the dispatch of submarines and in other ways, we were able to give very effective support to our Turkish allies in their defence of the Dardanelles.

THE BALKAN CAMPAIGN.

The campaign against Russia was broken off when we had reached the shortest strategically satisfactory front beyond the Polish fortress area and east of Vilna. Our enemies after that fashion tried to conceal the gigantic defeat—what could prove it better than the activity of which Russia is now shown in the want of respect which is by ascribing to Press of Russian ambitions and by recalling us Napoleon's campaign did not collapse because the Russians had not broken down, or because the event upon which Napoleon built his whole scheme—that the Government would collapse—did not occur. The political speculation missed fire, and the campaign was lost.

At the beginning of October, while the greatest defensive battle was being fought against the English and the French in the West, Mackensen's armies advanced to the attack against Serbia. The great Balkan campaign began. The uniform political calculation and the well-measured timing of our strategy here found perfect expression. The war and the conviction with which the Reichstag the importance of this Balkan war and his high satisfaction at the completion of this great work—the final joining up of the Central Powers with Bulgaria and Turkey, the final separation of Russia from the Western Powers, and the final solution of the Balkan question—make it easy to realize the great his personal share in this masterpiece of combined policy and strategy has been.

BRITISH POLICY AND THE DARDANELLES.

Just as in time of peace enemies held the world encircled, laying their mines everywhere, retreating outposts everywhere, and erecting field positions through all the world, so in this war they have under England's leadership conducted a far-reaching policy. England collected a mighty coalition against us, and was able to hold the Balkans in suspense, gradually to bring Italy to her side, and to involve the United States in the gravest conflict with the Central Powers. The only thing

A NEUTRAL'S TOUR IN GERMANY.

UNCERTAINTY WEIGHING HEAVILY ON THE ENEMY.

FATEFUL 1916.

A Scandinavian writer, having spent some ten weeks in Germany, has given to the *Secolo*, of Milan (says the *Central News* correspondent) the gist of impressions which he intends to publish in book form.

He says public opinion in Germany holds that the war has been carried on victoriously hitherto, but this argument notwithstanding, there is everywhere a vague sense of indecision, and the uncertainty of the morrow is weighing heavily on the nation.

Notwithstanding the Pact of London, the Germans place their chief hope in a separate peace with one or other of the enemy Powers. The Chancellor spoke the mind of the nation when he described treaties as "scraps of paper."

PROBLEM OF MEN.

Germany began the war with eight million available men. By December 1st, 1916, according to the most moderate calculations of her daily and monthly losses, she will have no more than three millions, including the youths of the 1916 and 1917 classes, of whom at least one million will be required in the auxiliary services.

Germany does not lack arms and ammunition, it is true; but the people are well aware of the feverish organizing activity that prevails in the Allied countries. In America, and in Japan. A German officer told the writer quoted that the German army owed almost all its successes to its heavy artillery. Now this advantage has been lost, for the French showed during their attack in Champagne that to-day they possess an excellent armament of heavy artillery. In short, the problem of men is disquieting, while the advantage in artillery and munitions is disappearing.

In regard to the economic situation, the Scandinavian writer gives several proofs that, if it is not as bad as sections of the Allied Press make out, it is very far from rosy.

HATED ENGLISH.

Asked if he believed Germany would hold out for a long time, the *Secolo's* informant said he was convinced that for the next twelve months she would be able to cope with her difficulties, external as well as internal. A peace concluded before the end of 1916 would be bound to be advantageous to her.

But what causes the chief preoccupation in the German mind is—England! The German hatred of England—based on fear—cannot be imagined. The Germans know the English well, their defects, and their virtues; they know and fear above all the cold and dogged perseverance of the British.

If the British and their Allies can continue the war for another year the Germans will not entertain any hope of victory. The greatest blows at Germany have been struck by the British—the loss of her colonies, the loss of her commerce. The industrial concern that do not work for the Government are almost all in difficulties.

BLOCKADE AND PIRACY.

The British blockade is much more effective than the Germans would like the outside world to believe, whilst the German submarines "blockade" has aroused the hatred of the world and brought on complications with America. Von Tirpitz is in disgrace. Germany, by means of the Balkan offensive, has sought to break the blockade, but even if she reaches Asia she will not have the sea.

"This war," says the Scandinavian, "will either be won definitely in 1916 by the Germans on land, or in 1917 by the British on the sea." The same authority is among those who believe that the Germans are preparing an early offensive in Flanders.

that England did not succeed in doing was to win a victory on the battlefield. When the impossibility of overrunning our lines in the West was realized, a search was made for new possibilities. The Dardanelles should be forced! The plan was good; the execution of it was wretched. The attack might perhaps have succeeded, if England had not immediately after Turkey's intervention in the war had forced her way through the Dardanelles with large forces. But when Turkey by means of a rapid advance to the Suez Canal, which deceived and terrified the English, had gained time, and under German advice had splendidly prepared everything for the defence, the undertaking was entirely hopeless. The attempt was made with forces that were much too weak, and the land attack was not comprehensive enough. The political hope that by this escapade the Entente might entice the Balkan States into the war, went awry, and the reports in London had not the courage to withdraw the troops and so to admit absolute defeat. Now the withdrawal has at last taken place under the fire of the Turks.

The same game has been repeated in Macedonia. A difficult campaign, undertaken with thoroughly inadequate resources, is a miserable failure, but it is continued—this time at the demand of France—although the political purpose—the winning over of Greece and Rumania as allies—has come to grief.

CONCLUSIONS.

It is to the uniformity and well-measured combination of policy and strategy that we owe our great victories. It is to the disproportion between political desire and military strength that the Entente owes its defeats. The modesty of the German people's aims, and that they do not talk, that it does not threaten when it has no power, and that our desires are not greater than the circles of all lying and slander. We have broken the spell which the Will of King Edward laid upon us, and from Arras to Baghdad the Germans and their allies stand victorious. Shoulder to shoulder. To the Entente on the other hand, applies the phrase of Sir Edward Grey, who, after the collapse of Serbia, made in the English House of Commons the eternally memorable admission—"We have done everything which is in our power."—*The Times*.

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STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
* TIJEMBANG	—	In port	3rd Feb.	BATAVIA
TJILATJAP	—	In port	3rd Feb.	KOBE
* TJIMANOEK	SWTOW	2nd Feb.	9th Feb.	BATAVIA
* TJIKINI	SHANGHAI	18th Feb.	16th Feb.	BATAVIA

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TJISONDARI	JAVA	7th Feb.	14th Feb.	SAN FRANCISCO
KABIMOBEN	JAVA	9th March.	13th March.	do.
TJIKEMBANG	JAVA	7th April.	14th April.	do.
ARAKAN	JAVA	8th May.	18th May.	do.

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Hongkong, 2nd July, 1914. [72]

FORTHCOMING EVENTS.

TO-MORROW

Chinese New Year—Public Holiday.

Saturday, 12th Feb.—

Noon—Humphreys Estate and Finance Co., Ltd., Meeting of Shareholders at the Hongkong Hotel.

Monday, 14th Feb.—

Noon—The Hongkong and Whampoa Dock Co., Ltd., Extraordinary General Meeting.

Noon—Union Waterboat Co., Ltd., Meeting of Shareholders in the Offices of Messrs. Dowell & Co., Ltd.

Tuesday, 15th Feb.—

Noon—Hongkong, Canton & Macao Steamboat Co., Ltd., Meeting of Shareholders.

Saturday, 19th Feb.—

Noon—Hongkong and Shanghai Banking Corporation, Meeting of Shareholders at the City Hall.

Monday, 21st Feb.—

Hongkong Race—1st Day.

Tuesday, 22nd Feb.—

Hongkong Race—2nd Day.

Wednesday, 23rd Feb.—

Hongkong Race—3rd Day.

Saturday, 26th Feb.—

Hongkong Race—Off Day.

HONGKONG TIDE TABLE.

From 2nd to 8th February, 1916.

HIGH WATER				LOW WATER			
Day of Week	Day of Month	H'kong. Mean Time	Height	Day of Week	Day of Month	H'kong. Mean Time	Height
Wed.	2	h. m.	ft. in.	Wed.	2	h. m.	ft. in.
		9 50	4 1			2 13	0 4
Thurs.	3	h. m.	ft. in.	Thurs.	3	h. m.	ft. in.
		10 11	4 3			3 39	0 2
Fri.	4	h. m.	ft. in.	Fri.	4	h. m.	ft. in.
		10 41	4 4			4 15	0 3
Satur.	5	h. m.	ft. in.	Satur.	5	h. m.	ft. in.
		11 10	4 6			5 48	0 6
Sund.	6	h. m.	ft. in.	Sund.	6	h. m.	ft. in.
		11 39	4 8			6 52	1 0
Mon.	7	h. m.	ft. in.	Mon.	7	h. m.	ft. in.
		0 9	5 0			8 35	2 5
Tues.	8	h. m.	ft. in.	Tues.	8	h. m.	ft. in.
		0 17	6 1			9 21	2 0
		0 41	6 2			6 27	2 7

SHIPPING

ARRIVALS

CHUPPOO, Chinese str., 694, W. Sinclair, 31st January—Wakamatsu 24th January, Coal.—Mitsui Bussan Kaisha.

CHENISTER, British str., 3,038, W. H. Bloomfield, 31st January—Singapore 21st January, General.—Jardine, Matheson & Co.

CHIRSHING, British str., 1,00, H. G. N. Walker, 31st January—Hongkong 28th January, Coal.—Jardine, Matheson & Co.

CUENANG, British str., 1,735, W. M. Macneay, 1st February—Manila, 20th January, General.—Jardine, Matheson & Co.

DAIG, Maru, Japanese str., 6,025, T. Konishi, 31st January—Osaka Shosen Kaisha.

KUTSANG, British str., 4,895, R. C. D. Bradley, 31st January—Kobe 26th January, General.—Jardine, Matheson & Co.

MAUSANG, British str., 1,403, G. H. Alcock, 31st January—Sundakan 20th January, Wood and General.—Jardine, Matheson & Co.

PHUENPENG, British str., 1,005, W. C. Bird, 1st February—Saigon 27th January, Rice and General.—Order.

SECHUEN, British str., 1,135, Cain, 1st February—Kobe 28th January, Coal.—Butterfield & Swire.

TAKAGAS, Maru, Jap. str., from Canton, 31st January.

TAMON MARU, Jap. str., from Canton, 31st January.

YATSHING, British str., 1,424, R. F. Anderson, 1st February—Singapore 24th January, General.—Jardine, Matheson & Co.

YUNNAN, British str., 1,208, W. J. French, 31st January—Hongkong 28th January, Coal.—Butterfield & Swire.

YUDO MARU, Japanese str., 1,350, F. Hashimoto, 31st January—Wakamatsu 25th January, Coal.—Order.

YEI MARU, Japanese str., 1,599, K. Matsumoto, 31st January—Chingwangtao 24th January, Coal.—Dodwell & Co.

CLEARANCES

IN THE HARBOUR MASTER'S OFFICE.

CHINHUA, British str., for Manila.

SECHUEN, British str., for Hoihow.

TALYTHUS, British str., for Japan.

TUKEHANG, Dutch str., for Batavia.

DEPARTURES

February 1st.

ALBANA, British str., for Canton.

ANNA, Norwegian str., for Bangkok.

CHUKA MARU, Jap. str., for Canton.

CHENISTER, British str., for Vladivostok.

DAGIN, Norwegian str., for Bangkok.

HOPANG, British str., for Shanghai.

KWANGLEE, Chinese str., for Shanghai.

PHUENPENG, British str., for Shanghai.

PRIAM, British str., for Singapore.

TAKAGAS, Maru, Jap. str., for Takao.

TAMON MARU, Jap. str., for Mito.

TORON MARU, Jap. str., for Singapore.

YEI MARU, Jap. str., for Canton.

YINGCHOW, British str., for Shanghai.

YUSANG, British str., for Canton.

PASSENGERS

ARRIVED.

Per *Phuempeng*, from Saigon, for Hongkong, Mr. Frublett.

LATEST STEAMER MOVEMENT.

The str. *Monteagle* arrived at Yokohama on Monday, 31st January, at 10 a.m. left Yokohama on the 31st January, mid night, and arrived at Kobe to-day, day light.

SHIPPING IN PORT

STEAMERS.

ALBANA, British str., 2,297, S. B. Betts, 20th January—Chingwangtao 23rd January, Coal.—Dodwell & Co.

COLOMBO MARU, Japanese str., 2,919, H. Nomura, 30th January—Kobe 25th January, General.—Nippon Yusen Kaisha.

EMPEROR OF JAPAN, British str., 3,087, F. L. Davison, 24th January—Vancouver 1st January, General.—O.P.B. & Co.

GLENLOGAN, British str., 2,390, W. McGhie, 26th January—Singapore 31st January, General.—Order.

HONGKONG, French str., 739, A. Mar- guerie, 25th January—Haiphong 27th January, General.—A. R. Marly.

KOHINA MARU, Japanese str., 1,575, Kur- ahima, 26th January—Mojji 19th January, Coal.—Mitsui Bussan Kaisha.

KWONGSANG, British str., 1,423, W. F. Richard, 26th January—Shanghai 22nd January, General.—Jardine, Matheson & Co.

LAISANG, British str., 2,236, F. Mooney, 27th January—Singapore 20th January, General.—Jardine, Matheson & Co.

LIANGCHOW, British str., 1,220, W. Benson, 28th January—Bangkok 18th January, General.—Butterfield & Swire.

CHUKA MARU, Japanese str., 435, Murami, 30th January—Mojji 24th January, Case Oil.—Order.

OLIO, Russian str., 1,376, P. Mender, 31st January—Kinnon 27th January, General.—Order.

ONSANG, British str., 1,737, G. T. Tough, 26th January—Calcutta 4th January, General.—Jardine, Matheson & Co.

PERIA MARU, Japanese str., 2,684, K. Hashimoto, 30th January—Shanghai 5th February, General.—Order.

PRIAM, British str., 2,905, W. Black, 21st January—Yokohama 24th January, General.—Butterfield & Swire.

SHANTUNG, British str., 1,563, J. Moorthol, 30th January—Shanghai 27th January, General.—Order.

SHIDZUKA MARU, Japanese str., 3,869, M. Tozawa, 24th January—Seattle — General.—Nippon Yusen Kaisha.

TAKAGAS MARU, Japanese str., 2,995, Gillespie, 26th January—Nagasaki 21st January, Coal.—Mitsui Bussan Kaisha.

TAKSANG, British str., 977, Y. Knight, 31st January—Haiphong 29th January, General.—Jardine, Matheson & Co.

TAISHUN, Chinese str., 997, B. Baine, 29th January—Shanghai 25th January, General.—Chinese.

TELI, Chinese str., 1,071, Y. B. Gunderm, 20th January—Saigon 27th January, General.—Order.

THATAP, Dutch str., 2,471, Schermbach, 27th January—Balik Papan 31st January, General.—Java-China-Japan Lija.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	NELSON	Brit. str.	—	A. M. King	P. & O. S. N. Co.	To-morrow, at Daylight.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	ARABIA MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 10th inst., at Noon.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	SARDINIA	Brit. str.	—	J. T. Jeffery	P. & O. S. N. Co.	On 11th inst., at 3 p.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	KANAS	Brit. str.	—	—	THE BANK LINE, LIMITED	On 15th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	CORDILLERA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 15th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	GLENLOGAN	Brit. str.	—	H. J. Henderson	SEAWAY, TOMES & CO.	On 15th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	SHIDZUKA MARU	Jap. str.	—	Deguchi	NIPPON YUSEN KAISHA	On 15th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	CHICAGO MARU	Jap. str.	—	K. Hori	OSAKA SHOSEN KAISHA	On 15th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	ANYO MARU	Jap. str.	—	—	OTOY KISEN KAISHA	On 15th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EGREMONT CASTLE	Brit. str.	—	—	DODWELL & Co., Ltd.	About end of inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	PRIMA MARU	Jap. str.	—	—	TOTO KISEN KAISHA	To-morrow, at Noon.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	THORNDAL	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	On 14th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	W. Dixon Hopcraft	CANADIAN PACIFIC R. Co.	On 3rd Mar., at Noon.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	A. J. Halley	CANADIAN PACIFIC R. Co.	To-day.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	Nomura	NIPPON YUSEN KAISHA	On 15th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	H. E. Hamilton	BUTTERFIELD & SWIRE	On 23rd inst., at 11 a.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	E. S. Baikie	GIBB, LIVINGSTON & CO.	On 15th Mar., at 11 a.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	THE BANK LINE, LIMITED	On 24th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 12th inst., at 10 a.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at D'light.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at D'light.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	To-morrow.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow at D'light.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	P. & O. S. N. Co.	On 5th inst., at Noon.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 5th inst., at D'light.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at D'light.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 8th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	MESSAGERIES MARITIMES	On 8th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	P. & O. S. N. Co.	About 19th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	OSAKA SHOSEN KAISHA	On 24th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	OSAKA SHOSEN KAISHA	On 24th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow at D'light.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	DOUGLAS, LAFAIR & Co.	On 6th inst., at 11 a.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 7th inst., at 3 p.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst., at 4 p.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at 3 p.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	THE BANK LINE, LTD.	On 14th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	OSAKA SHOSEN KAISHA	On 14th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	To-day at 3 p.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 5th inst., at 3 p.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at 3 p.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at 3 p.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 15th inst.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	To-morrow.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at 9 a.m.
LONDON & SINGAPORE, via PENANG, COLOMBO, & SINGAPORE	EMPEROR OF JAPAN	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at Noon.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SINGAPORE, PENANG & CALCUTTA "ONSANG" ... We'day, 2nd Feb, 3 p.m.

SHANGHAI ... Thursday, 3rd Feb, D'light.

INGAPORE, PENANG & CALCUTTA "LAISANG" ... Saturday, 5th Feb, 3 p.m.

HAIPHONG ... Sunday, 6th Feb, 3 a.m.

MANILA ... Monday, 7th Feb, 3 p.m.

SHANGHAI ... Tuesday, 8th Feb, D'light.

SINGAPORE, PENANG & CALCUTTA "MAUSANG" ... Tuesday, 8th Feb, Noon.

SINGAPORE, PENANG & CALCUTTA "KUTSANG" ... Tuesday, 8th Feb, 3 p.m.

KOBE & MOJI ... Wednesday, 9th Feb, D'light.

SINGAPORE, PENANG & CALCUTTA "NAMSANG" ... Friday, 11th Feb, 3 p.m.

MANILA ... Saturday, 12th Feb, 3 p.m.

HAIPHONG ... Sunday, 13th Feb, D'light.

SANDAKAN ... Thursday, 17th Feb, D'light.

RETURN TOURS TO JAPAN.

The steamers "KUTSANG," "NAMSANG," "LAISANG" and "FOOKSANG" leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. This service is supplemented by the "YATSHING," "KUMSANG" leaving Hongkong at regular intervals for Yokohama (where sufficient inducement is offered), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

Taking cargo on Through Bills of Lading to Kudat Lahad Datin, Singapore, Tawau, Usukan, Jesselton and Labuan.

Telephone No. 215.

For Freight or passage, apply to JARDINE, MATHESON & Co., Ltd.

Hongkong, 2nd January, 1916. GENERAL MANAGERS. [6]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.

Telephone No. 215. AGENTS

Hongkong, 16th April, 1915. [24]



THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMeward.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., Ltd.

Telephone No. 215 Sub. Ex. 10. AGENTS

Hongkong, 26th October, 1915. [25]

VESSELS ON THE BERTH

CANADIAN PACIFIC

STEAMSHIP LINE.

THE Steamship

"EMPEROR OF JAPAN"

will be despatched from Hongkong at Noon on

WEDNESDAY,

2ND FEBRUARY, 1916.

for VANCOUVER via the Usual Ports of Call.

For Passage Fares, Freight Rates, etc., please apply to—

D. W. CRADDOCK,

General Traffic Agent.

Hongkong, 30th January, 1916. [191]

GLEN LINE (McGREGOR, GOW & Co.), LIMITED.

For GENOA ONLY.

THE Steamship

"GLENLOGAN"

Captain H. J. Henderson, will be despatched for the above port on or about the 12th Feb, 1916.

For freight, passage and further information, apply to—

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 13th January, 1916. [172]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, AMBOINA, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"SARDINIA"

Captain J. T. Jeffery, conveying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 11th February, 1916, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "KHYBER" from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay per s.s. "SARDINIA," due in London about the 27th March, 1916.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required for further particulars, apply to

E. V. D. PARR,

Acting Superintendent.

Hongkong, 31st January, 1916. [1]

HONGKONG—NEW YORK.

FOR NEW YORK VIA SUEZ CANAL OR CAPE OF GOOD HOPE.

S.S. "EGREMONT CASTLE," about end of February.

For Freight and further information, apply to—

DODWELL & Co., Ltd.

Agents.

Hongkong, 3rd January, 1916.

NOTICES TO CONSIGNEES

S.S. "ANDRE LEBON"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasures and Valuables are being landed and stored at their risk into the warehouse and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 31st January, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 4th February, or they will not be recognized.

All damaged packages will be examined on Monday, 31st January, at 10 a.m.

No Fire Insurance has been effected.

P. THOMAS,

Agent.

Hongkong, 26th January, 1916. [2]

VESSELS EXPECTED.

THE ENGLISH MAIL.

The str. *Namur* left Singapore for this port on the 30th instant, morning, with the outward English mails, and is due here on the 4th February, at about 4 p.m.The str. *Nellie* left Shanghai for this port on the 30th instant, morning, and is due here on the 2nd February, at about 7 a.m.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the

Yearly Approximate Average for 38 years.

